The Hong Kong Daily Press.

No. 4288 七十八百二千四第 日八十月六唐 年未辛治同 HONGKONG, FRIDAY, 4TH AUGUST, 1871. 五拜禮 號五月八英 港香 [PRICE $2½ PER MONTH.

Arrivals.

Aug. 2, VERITAS, Swed. bk., 268, Stahre, Bangkok July 18th, Rice.—F. DE GENAER.

Aug. 3, META, North German sch., 136, C. Michelsen, Whampoa Aug. 2nd, General.—ED. SCHELLHASS & Co.

Aug. 3, ESCORT, Amer. bk., 636, J. B. Nichols, Macao 1st August, Ballast.—CARLOWITZ & Co.

Aug. 4, AVA, French str., 1,900, Rousseau, from Whampoa.—MESSAGERIES MARITIMES.

Aug. 4, YESSO, Brit. str., 625, Ashton, Foochow 1st July, Amoy 2nd, and Swatow 3rd, General.—D. LAPRAIK & Co.

Departures.

Aug. 3, SARPEDON, str., for Shanghai.
Aug. 3, DOUGLAS, str., for East Coast.
Aug. 3, ELEANOR DIXON, for Cootie.
Aug. 3, ELDERSLIE, for Tientsin.
Aug. 3, JANE WOODBURN, for Foochow.
Aug. 3, PALLAS, for Shanghai.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, 3RD AUGUST.

Pekin, for Whampoa.

Passengers.

The following passengers proceed by the P. & O. Steamship *Travancore*, to-day, at noon,—

For Southampton.—Miss Davis, Lieut. Gieseng, Messrs. Davidson, G. T. Fogarty, A. Macleod, Mr. and Mrs. Edwards, Mrs. Stallad and infant.

MANILA SHIPPING.

ARRIVALS.

July 4th, William Clowes from Newcastle, Constancia, str., from Hongkong; 5th, Lake Constance from Hongkong, Riga, str., from Amoy; 7th, Galatea from Hongkong, Pasig, str., from Singapore; 8th, Highlander from Hongkong, Azof, str., from Hongkong; 10th, Buenaventura from Liverpool, Oracle from Hongkong; 12th, Mio Mao from Hongkong; 16th, Berend from Hongkong; 17th, Marques de la Victoria, str., from Hongkong.

DEPARTURES.

June 29th, Malay for New York; July 1st, Circe, str., for Hongkong; 3rd, Vale of Doon for London; 8th, Belted Will for London, Mindoro, str., for Singapore; 9th, St. Joseph for San Francisco; 11th, John O'Gaunt for Liverpool; 15th, Carnarvon for New York, Madura for Sydney, Delhi for Sydney; 16th, John Temperley for Boston.

YOKOHAMA SHIPPING.

ARRIVALS.

July 13th, Foreningen from Cardiff, Ariel, str., from Shanghai, &c.; 15th, Niphon from Amoy, Helen Morris from Newchwang, Duna from London; 18th, Flying Spur from London; 19th, Aden, str., from Hongkong, Japan, str., from Hongkong, Midnight from Cardiff, Rio de la Plata from Takao, Arizona, str. from Shanghai, &c.; 21st, Fiery Cross from London.

DEPARTURES.

July 11th, Grenadier for Hongkong; 13th, Costa Rica, str., for Shanghai, John R. Worcester for Shanghai; 15th, Juan Rattray for Coast of China; 17th, Mariano for Manila; 19th, Ariel, str., for Shanghai, Japan, str., for San Francisco.

Auction Sale To-day.

LANE, CRAWFORD & Co.
Sundry Articles.

THE HABEAS CORPUS CASES.

NOW READY.

(Uniform with the Two Previous Judgments.)

THE full text of the TRIAL of KWOK-A-SING v. THE HON. J. PAUNCEFOTE.—Price 25 cents.

Also,

A few copies of CHIEF-JUSTICE SMALE'S JUDGMENTS *in re* KWOK-A-SING ON HABEAS CORPUS.—Price 25 cents.

Apply at the *Daily Press* Office.

DENT & CO.'S ESTATE.

A FOURTH DIVIDEND of Two per cent. on all Claims against the above Estate admitted by the Trustees, will be paid at their Office, No. 7, Pedder's Hill, on the First Day of August next.

tf 1100 Hongkong, 27th June, 1871.

WANTED,

BY a young German, a situation as Bookkeeper, assistant Book-keeper, or Clerk in a Mercantile Office, in Hongkong, or any port on the Coast of China. Address L. B., *Daily Press* Office.

7d 1304 Hongkong, 1st August, 1871.

FOR SALE, by private contract, the Three first-class GODOWNS situate on Inland lot No. 73, opposite the premises formerly occupied by Messrs. FLETCHER & Co.

For particulars, &c., apply to
TURNER & Co.

tf 534 Hongkong, 29th March, 1871.

ORIENTAL HOTEL, BILLIARD ROOMS AND BOWLING ALLEYS.

Proprietor—J. BAYNES.

THE above Hotel is now open for the reception of Visitors to this Port, and every comfort will be ensured to Patrons visiting this establishment. A *table d'hôte* at the undermentioned hours, when the viands provided will leave Patrons nothing to desire:—

Breakfast, from 9 to 11 A.M.
Tiffin, „ 1 „ 3 P.M.
Dinner, „ 7 „ 9 P.M.

Refreshments can be obtained at all hours.

Wines and Spirits of the best quality only.

French, Spanish, Italian and German Spoken.

tf 1200 Hongkong, 14th July, 1871.

NOTICE OF REMOVAL.

ON and after the 1st August, 1871, the Business of the Undersigned will be conducted in the more commodious Premises on the Praya, opposite the Canton Steamers' Wharf.

The present Business Premises, Nos. 33 and 34, Praya, are to let. Apply to
PEARCE, GALL & Co.

tf 1232 Hongkong, 20th July, 1871.

TAKASIMA COLLIERY, NAGASAKI.

THE Undersigned are prepared to supply Coals from the Takasima Colliery (8 foot seam), in quantities as required, to be delivered on board ship in this Harbor.

Note.—The Specific Gravity of Takasima Coal is 1.245, it contains 82.07 per cent. of Carbon, and is admitted to be fully equal to the best English North Country Coal for steaming and all other purposes.

GLOVER & Co.
Agent in Hongkong,
NORTON, LYALL & Co.

tf 1951 Nagasaki, Japan, October, 1870.

FOR SALE.

CHAMPAGNE:—

ROEDERER CARTE NOIR.
ROEDERER CARTE BLANCHE.
ROEDERER CARTE BLANCHE DORE.
ROEDERER GLADIATEUR.

SANDER & Co.,
Sole Agents for Hongkong and China.

tf 1634 Hongkong, 3rd September, 1869.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

SUBSCRIBED CAPITAL 5,000,000 of Dollars.

Court of Directors:—

Chairman—HON. R. ROWETT.
Deputy Chairman—T. PYKE, Esq.

E. R. Belilios, Esq. — Wm. Lemann, Esq.
George J. Helland, Esq. — Julius Menke, Esq.
A. Joost, Esq. — S. D. Sassoon, Esq.
G. F. Weller, Esq.

Managers;—

Hongkong—James Greig, Esq., Chief Manager.
Shanghai—David McLean, Esq.
London Bankers—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—

For 3 months' 2 per cent. per annum.
„ 6 „ 4 „ „
„ 12 „ 5 „ „

LOCAL BILLS DISCOUNTED.

Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

JAMES GREIG, *Chief Manager.*

Offices of the Corporation,
No. 1, Queen's Road East.

tf 1062] Hongkong, 25th July, 1871.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS of SHARES of the CORPORATION will be CLOSED from the 1st to the 14th day of August proximo (both days included), during which period no transfer of Shares can be registered.

By order of the Court of Directors,
JAMES GREIG,
Chief Manager.

20d 1265 Hongkong, 25th July, 1871.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given, that the Ordinary Half-yearly MEETING of the SHAREHOLDERS in this CORPORATION will be held at the CITY HALL, Hongkong, on MONDAY, the 14th day of August proximo, at three o'clock P.M., for the purpose of receiving the Report of the Court of Directors, together with a statement of Accounts to 30th June, 1871.

By order of the Court of Directors,
JAMES GREIG,
Chief Manager.

20d 1266 Hongkong, 25th July, 1871.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given, that the Fourth Call of Twenty-five dollars per Share, on the Shares in the Capital of the Corporation, numbered from 20,001 to 40,000, inclusive, was payable on the 1st day of JULY last, at the Head Office and Branches of the Bank.

Interest at the rate of Twelve per centum per annum will be charged on the amount of all calls unpaid, and the other provisions of the 30th article of the Deed of Settlement of the Corporation will also be enforced in respect of Shares upon which the Calls remain unpaid.

By order of the Court of Directors,
JAMES GREIG,
Chief Manager.

tf 941 Hongkong, 3rd July, 1871.

GERMAN BANK OF LONDON (Limited).

DIRECTORS.

GEORGE ALBRECHT, Bremen.
EDWARD HENRY GREEN, London.
CARL KLOTZ, Frankfort-on-the-Main.
VICTOR FREIHERR VON MAGNUS, Berlin.
JULIUS MAY, Frankfort-on-the-Main.
ADOLPH VOM RATH, Cologne.
CHARLES FERDINAND RODEWALD, London.
FREDERICK RODEWALD, London.
THOMAS SELLAR, London.
RUDOLPH SULZBACH, Frankfort-on-the-Main.
L. JOSEPH SPEYER, Frankfort-on-the-Main.

Managing Director—OTTO NESTLE.
Assistant Manager—LEOPOLD BORN.
Auditor—GEORGE THOMAS BROOKING.
Bankers—THE LONDON JOINT STOCK BANK, LONDON.

The Capital of the German Bank of London, Limited, is £2,000,000, divided into 200,000 Shares of £10 each: of which 60,000 Shares, representing a capital of £600,000, have been issued, subscribed for, and allotted, and are intended to be fully paid up within six months.

The Bank is established in London, and has no branches on the Continent or abroad. It is now prepared to open business, to negotiate approved securities, and generally to attend to transactions appertaining to Foreign banking business.

Bartholomew House, Bartholomew-lane, London, E.C., April, 1871. [6m 1070 June 24

NOTICE.

THE undermentioned Local Insurance Offices are prepared to issue Policies, covering Merchandize by *first-class Steamers to London, via Suez Canal*, at the following rates of premium.

		with average.	f.p.a.
From Canton	Tea,	2½°/.	1½°/.
„ Macao	Silk,	2 °/.	1½°/.
„ Hongkong	Other Merchandize,	2½°/.	1½°/.

JARDINE, MATHESON & Co.,
General Agents, Canton Insurance Office.

N. J. EDE,
Secretary, Union Insurance Society of Canton.

J. KENNARD DAVIS,
Agent, North China Insurance Company.

RUSSELL & Co.,
Agents, Yangtsze Insurance Association of Shanghai.

AUGUSTINE HEARD & Co.,
General Agents, China Traders Insurance Company, Limited.

WM. PUSTAU & Co.,
Agents, China and Japan Marine Insurance Company.

OLYPHANT & Co.,
General Agents, Chinese Insurance Company, Limited.

tf 872 Hongkong, 18th May, 1871.

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

REDUCTION IN RATES ON CHINESE RISKS.

ON and after the 15th instant, the minimum rate for the insurance against Fire of Chinese Premises in this Colony will be reduced to Two per cent. per annum.

JARDINE, MATHESON & Co.,
General Managers,
Hongkong Fire Insurance Co., Limited.

tf 1697 Hongkong, 14th November, 1870.

LANGUAGES.

PRIVATE LESSONS in ENGLISH, FRENCH and SPANISH given by a thoroughly competent Teacher.

Terms moderate.—Address J. C., office of this paper.

1m 1223 Hongkong, 19th July, 1871.

Intimations.

THE NORTH-CHINA INSURANCE COMPANY.

ESTABLISHED 1ST JANUARY, 1863.

CAPITAL SH. TLS. 1,500,000 IN 1,000 SHARES OF TLS. 1,500 EACH. SUBSCRIBED CAPITAL SH. TLS. 300,000 OR TLS. 300 PER SHARE.

Provisional Committee:

E. H. LAVERS, Esq., *Chairman*, Messrs. Gilman & Co.
F. PORTER, Esq., Messrs. Gibb, Livingston & Co.
E. C. SMITH, Esq., Messrs. Turner & Co.
J. L. MILLER, Esq., Messrs. J. Jarvie & Co.
A. SCHROERS, Esq., Messrs. Textor & Co.
H. G. PEMBERTON, Esq., Messrs. Adamson Bell & Co.

HEAD OFFICE, SHANGHAI.

A GENERAL MEETING was held at Shanghai on the 1st May, 1871, and it was resolved to form a Company for a further period of three years from 1st January, 1872, to be called the "North China Insurance Company," and the Directors of the present Company 1869-71 were appointed a Provisional Committee for that purpose.

At an adjourned meeting of intending shareholders, held on 22nd May, 1871, a draft Prospectus was submitted, and a resolution passed approving of the basis upon which the Provisional Committee proposed to reorganise the Company.

The Net profits of the Company will be divided amongst the shareholders in the following proportions, viz.—

ONE THIRD (33⅓°/.) to shareholders rateably in proportion to the number of shares.

TWO THIRDS (66⅔°/.) to shareholders rateably in proportion to the Net Premia contributed by each.

Notice is hereby given that applications for shares in the undermentioned form will be received at the offices of the Company in Shanghai, or through the Agents at the several ports, until 30th September, and from London until 31st October, 1871.

Applications for shares from persons not resident in Shanghai must be accompanied by Power of Attorney to their Agents to sign the Deed of Settlement, and represent them in all matters connected with the Company.

Shanghai, 27th May, 1871.

FORM OF APPLICATION FOR SHARES.

To the Provisional Committee of the
NORTH CHINA INSURANCE COMPANY.
(Term 1872-74.)

GENTLEMEN, hereby request that you will allot to Shares in the above Company, and agree to accept such Shares or any less number you may allot to , and agree to pay the first Call of Tls. 300 per Share, and all subsequent Calls, and to subscribe the Deed of Settlement whenever required to do so.

Gentlemen,
Your obedient Servant,

Forms of application for shares can be obtained at the Head Office, or by application to the Agents of the Company.

tf 974 Shanghai, 29th May, 1871.

THE CHINESE INSURANCE COMPANY, (LIMITED).

CAPITAL—1,500,000 DOLLARS, IN 1,500 SHARES OF 1,000 DOLLARS EACH.

PAID UP CAPITAL 300,000 DOLLARS.

Directors

W. H. CONDIT, Esq., (Messrs. Smith, Archer & Co.)
E. R. BELILIOS, Esq.
GEO. CRICHTON, Esq., (The Borneo Company, Limited.)
HERMANN MELCHERS, Esq., (Messrs. Melchers & Co.)
E. A. HITCHCOCK, Esq., (Messrs. Olyphant & Co.)

And Two Chinese merchants to be selected by the native shareholders after the allotment of shares.

Bankers:

THE CHARTERED MERCANTILE BANK OF INDIA, LONDON & CHINA.

HEAD OFFICE—HONGKONG.

General Agents—Messrs. OLYPHANT & Co.

Agents:—

Amoy	Messrs.	H. A. PETERSEN & Co.
Bombay	„	SIR CHARLES FORBES & Co.
Calcutta	„	ATKINSON, TILTON & Co.
Canton	„	OLYPHANT & Co.
Chefoo	„	FERGUSSON & Co.
Chinkiang	„	J. M. CANNY & Co.
Foochow	„	OLYPHANT & Co.
Hakodadi	„	HOWELL & Co.
Hankow	„	EVANS & RAINBOW.
Hiogo	„	SMITH, BAKER & Co.
Kiukiang	„	R. FRANCIS & Co.
Manila	„	FINDLAY, RICHARDSON & Co.
Nagasaki	„	HOLME, RINGER & Co.
Ningpo	„	J. S. HUDSON & Co.
Penang	„	SANDILANDS, BUTTERY & Co.
Saigon	„	A. G. HOGG & Co.
San Francisco		WM. N. OLMSTED, Esq.
Shanghai		Messrs. OLYPHANT & Co.
Singapore		THE BORNEO CO. LIMITED.
Swatow		Messrs. DIRCKS & Co.
Tientsin		JOHN HANNA, Esq.
Yokohama		Messrs. SMITH, ARCHER & Co.

THE Company having been Registered under the "Companies Ordinance, 1865," and its shares allotted, will be prepared to grant Policies on Marine Risks to all parts of the World, at current rates, on and after 1st May next.

In addition to the usual brokerage, Thirty-three and one third per centum (33⅓°/.) of the profits of the Company will be distributed annually as a Bonus among Contributing Shareholders, proportionately to the amount of premia paid by them.

OLYPHANT & Co.,
General Agents.

tf 707 Hongkong, 25th April, 1871.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.

JAS. B. COUGHTRIE,
Secretary

Hongkong, 5th April, 1871. [tf 385

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1870.

SHAREHOLDERS in the above Company are requested to furnish the undersigned with a List of their contributions for the year ending 31st December last, in order that the distribution of 20 °/. of the nett profits reserved for Contributors may be arranged. Returns not rendered prior to the 31st October next, will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,
General Managers

tf 1310 Hongkong, 1st August, 1871.

L. FRICKEL & Co.,
SHIPCHANDLERS, SAILMAKERS, GENERAL STOREKEEPERS,
AND
COMMISSION AGENTS,

tf1422] QUEEN'S ROAD, HONGKONG. [Agl

Auctions.

PUBLIC AUCTION.

GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will sell by Public Auction, in their Sales Rooms, *Queen's Road*,

THIS DAY,

the 4th instant, at noon,—

An Invoice of OILMAN'S STORES, comprising PICKLES, SAUCE, VINEGAR, Dried HERBS, Tart FRUITS, RAISINS, CURRANTS, JAM, JELLY, CAPERS, OLIVES, BLOATERS, CHEESE, HAMS, TOMATOES, BUTTER, in tins and bottles. GLASSWARE, CROCKERY, ENGRAVINGS, BLACKING, Cotton SOCKS, Silk UMBRELLAS, BRACES, a few dozen SHERRY and PORT.

Also,

A Set of Whitworth's Pattern TAPS and DIES.

1326 Hongkong, 3rd August, 1871.

PUBLIC AUCTION.

FURNITURE SALE.

THE Undersigned has received instructions to sell by Public Auction,

TO-MORROW,

the 5th day of August, 1871, at Elgin Street, No. 11, at 2 P.M.,—

The whole of the HOUSEHOLD FURNITURE, comprising Drawing, Dining, and Bed Rooms SUITES, COUCHES, Arm and Easy CHAIRS, covered with damask, ENGRAVINGS, Dining TABLE and CHAIRS, SIDEBOARD, WHATNOTS, Card and Side TABLES, WARDROBES, CHEST of DRAWERS, Toilet GLASSES and TABLES, ORNAMENTS, CLOCKS, CROCKERY and GLASSWARE, CUTLERY and PLATED WARE, CURTAINS, &c., &c.

Also,

A PIANO.

Catalogues will be issued.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.

J. M. GUEDES, JR.,
Auctioneer.

1264 Hongkong, 26th July, 1871.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on

TUESDAY,

the 8th day of August, 1871, by order of Captain A. MOUTIER, on Board, at noon,—

(For account of the concerned),

The French SHIP

"JEANNE ALICE,"

of 1028 Tons Register or thereabout, as she now lies in this harbor off the West Point.

The Hull, Masts, Spars, 2 Anchors and 2 Cables, will be sold in one lot, one Condensing Apparatus, Sails, Gear, Spars, Cabin Furniture, Anchors, Chains, &c., &c., will be sold in separate lots.

For further particulars, please apply to Messrs. LANDSTEIN & Co., or to the Undersigned.

TERMS OF SALE.—Cash on the fall of the hammer in Mexican Dollars at 7.1.7. The Vessel to be at the Purchaser's risk on the fall of the hammer.

H. JURGENS & Co.

1282 Hongkong 28th July, 1871

IN the ESTATE of ERNEST SEYD & Co., YOKOHAMA.

To be sold by
PUBLIC AUCTION,
(if not previously disposed of by private contract),
On Thursday, the 24th August.

The valuable PROPERTY, known and registered as Lot No. 149, Foreign Concession, Yokohama, consisting of:

A first-class DWELLING HOUSE, Two solid built GODOWNS, and STABLES, OUT-HOUSES, &c., &c.

Together with a complete suit of Household and Office FURNITURE, contained therein.

All in first rate condition!

The ground plan measuring 384 Tsubus, or 13,824 square feet, as per Title-deed.

For particulars, apply to
H. OHL,
Administrator to the Estate of Ernest Seyd & Co., Yokohama.

1176]

J. MOIR & SONS,
ABERDEEN,
PRESERVED PROVISIONS, OILMAN'S STORES, BUTTER, HAMS & CHEESE.

THE undersigned have just received, per *Glance*, a well assorted invoice of the above Stores, for sale to Messes and Private Families, and are prepared to execute orders for the same on Commission.

MACEWEN & Co.,
Sole Agents.

1m 1306 Hongkong, 1st August, 1871.

NAM HING LOONG, formerly of NAM SING, No. 77, Queen's Road, Shipchandler and dealer in all European Stores, begs to inform the public of Hongkong that he has opened a Store at the undermentioned address, and trusts by strict attention to, and prompt execution of all orders, to gain their patronage.

NAM HING LOONG,
81, *Queen's Road.*

2w 1259 Hongkong, 25th July, 1871.

J. M. GUEDES, JR.,
AUCTIONEER,
QUEEN'S ROAD,
tf 1248] HONGKONG. [July 22

E. R. HANDLEY,

HOUSE AND SHIP PLUMBER, COPPER SMITH, BRASS FOUNDER AND GAS FITTER.
(LATE PATERSON & HANDLEY),
70 *F, Praya West*,
Next to the P. & O. Coal Stores,
tf 1681] HONGKONG. [Sept. 15

GEORGE GLASSE,
(FIVE YEARS MANAGER TO KINSFORD & Co., PICCADILLY LONDON, AND 28, PLACE VENDOME, PARIS),

ENGLISH AND FOREIGN CHEMIST
VICTORIA DISPENSARY,
HONGKONG AND YOKOHAMA.
SHIPS' MEDICINE-CHESTS SUPPLIED AND REFITTED

tf 2036 Hongkong, 3rd September, 1867

HAWKINS'S HORSE REPOSITARY,
Rear of Murray Barracks, Hongkong.

HORSES taken on LIVERY.
Horses BROKEN to Harness.
HORSES, PONIES, HARNESS and CARRIAGES, always on hand for Sale.

HORSES and CARRIAGES for Hire.
PONIES do. do. do.

HORSE SHOEING on the most improved principles, under his own superintendence.

T. E. HAWKINS,
(Late Farrier Major of Bengal Horse Artillery),
Proprietor.

tf 559 Hongkong, 18th April, 1871.

SAIL MAKING.

WILLIAM DOLAN having returned to Hongkong, has resumed his business of SAIL MAKING in all its branches, at his old place in *Duddell Street*, and solicits the patronage of the Public.

He has on hand a fine assortment of 8 and 10 ounce RAVINS DUCK, suitable for Boat Sails or Awnings.

tf 853 Hongkong, 30th April, 1869

JOHN SKINKER, SAN FRANCISCO, CALIFORNIA.

Successor to RODMOND GIBBONS & Co.,
Sold Agents for:

Winchester Repeating Arms and Ammunition, Du Pont's Blasting and Sporting Powder, Lake Superior and Pacific Fuse Company's Eagle Safety Fuse. [1y 589 April 6

Intimations.

THE HONGKONG PIER AND GODOWN COMPANY, LIMITED.

CAPITAL 300,000 DOLLARS. IN 3,000 SHARES OF $100 EACH.

Directors,—

HENRY LOWCOCK, Esq., (Messrs. Gibb, Livingston & Co.)
WILLIAM LEMANN, Esq., (Messrs. Gilman & Co.)
S. D. SASSOON, Esq., (Messrs. D. Sassoon, Sons & Co.)
A. MCIVER, Esq., Superintendent, Peninsular & Oriental Steam Navigation Company.
CAMILLE BERTRAND, Esq., Principal Agent of the Messageries Maritimes.
A. McG. HEATON, Esq., (Messrs. Douglas Lapraik & Co.)
GUSTAV VON OVERBECK, Esq.

Bankers,—

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

Solicitors,—

MESSRS. CALDWELL AND BRERETON.

Temporary Office,—

No. 7, PEDDER'S HILL.

THE Company having been Registered under the Companies Ordinance, 1865, and a large number of shares privately subscribed for, the Directors are prepared to receive applications for remaining shares not yet disposed of until the 31st day of August next.

The first call of $25 per share will be due 10 days after allotment; the second call on 1st November next; the third call on 1st January next, and the fourth call on 1st March, 1872.

FORM OF APPLICATION FOR SHARES.

Hongkong, 1871.

To the Directors of the
HONGKONG PIER AND GODOWN COMPANY, LIMITED.

GENTLEMEN, hereby request that you will allot to ....Shares in the above Company, and......agree to accept such Shares or any less number you may allot to ......and ......agree to pay the first Call of Dollars Twenty-five per Share, ten days after allotment, and all subsequent Calls, and to subscribe the Articles of Association, whenever required to do so.

Gentlemen,
Your obedient Servant,

Blank forms of Application for Shares may be had at the Temporary office of the Company, No. 7, Pedder's Hill. [32d 1297

FOR SALE, EX "NEW ARRIVALS."

AN INVOICE of first quality Huth's RUSSIAN ROPE, consisting of:—

4 stranded ROPE, from 7½-inches downwards.
3 „ „ „ 3½ „ „
BOLT ROPE „ „ 5½ „ „

BATTLINE-STUFF, HOUSE-LINE, MARLINE, HAMBROLINE, 2 and 3 YARN SPUNYARN.

Best English-made White LINES, viz.: Hand Lead LINES, Signal HALYARDS, LOG-LINES, Fishing LINES.

PUMP and Rigging LEATHER.

Copper TACKS, Copper Boat NAILS and BURRS.

India Rubber PACKING.

Canvas HOSE.

Brown Tarred SHEATHING FELT,

Peacock's Patent COMPOSITION.

SOFT SOAP, for Engine purposes.

Wire Tube BRUSHES, assorted sizes.
Paint BRUSHES, do.

White Brothers' best Portland CEMENT.

KEROSINE OIL.

At LAMMERT, ATKINSON & Co.

tf 1169 Hongkong, 10th July, 1871.

FOR SALE.

THE British ship "*ELLEN DOVEREN*," 735 tons register, of 17,000 piculs carrying capacity, with Masts, Sails, Rope, Riggings, &c., complete.

For particulars, apply to
CHUN YUEN TUNG KEE,
Bonham Strand.

1m 1168 Hongkong, 10th July, 1871.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the DOCK COMPANY'S ESTABLISHMENTS at the above Port afford every facility, at moderate charges, for

REPAIRING AND SPARRING VESSELS
AND
CLEANING AND PAINTING IRON SHIPS AND STEAMERS.

THEIR LARGE GRANITE DOCK, Has 286 feet length on the blocks, and at average spring tides can receive Vessels of 16 to 17 feet draught. It has a CAISSON GATE, AND POWERFUL CENTRIFUGAL STEAM-PUMP.

And an Engineers' work-shop fitted with Lathes and Tools, driven by steam. Iron and Brass Foundries, Boiler-makers' shop, a large Smithy, and Carpenters' and Boat-builders' sheds. All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, Vessels drawing 12 feet.

Spars, Timber, and other Dock-yard material kept in stock.

Quarters for Officers, and a DRY GODOWN or STORES, of Vessels under repair.

tf 2317 Amoy, December, 1868.

FOOCHOW DOCK.

RIVER MIN.

THE above granite floored DOCK, of the following Dimensions, viz: Length, 300 feet, Breadth at Bottom, 40 feet, is capable of receiving Vessels drawing 13 to 16 feet, as the state of the Tides will allow. The Dock runs dry to the Blocks and is pumped out by Steam.

The above premises comprise a large Machine-Shop, containing a

WITHWORTH'S 12-INCH SCREW CUTTING GAP LATHE,
DRILLING AND SCREWING MACHINES,
A LARGE SMITHY, &c., &c., &c.

Large Godowns are on the premises for STOWAGE OF CARGO, &c., &c. A large Stock of Woods, Metal, &c., &c., always on hand.

The Dock Steam Tug *Woosung* is available at all times to tow vessels to or from Sea, at current rates, on application to

J. S. LAMONT,
Superintendent.

The list of Charges for lighting or remetalling vessels can be obtained from

Messrs. NORTON, LYALL & Co., Hongkong,
Messrs. LANE, CRAWFORD & Co., Shanghai.

tf 876 May3

Intimations.

INDO-CHINESE SUGAR COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE First Ordinary Yearly MEETING of Shareholders in the Company will be held at the Company's Offices, Bank Buildings, Queen's Road, Victoria, on WEDNESDAY, August 9th, at 3 o'clock in the afternoon, for the purpose of receiving the Report of the Board of Directors, and electing Auditors for the ensuing year.

By order of the Board of Directors,
A. NOEL BLAKEMAN,
Secretary.

1191 Hongkong, 8th July, 1871.

INDO-CHINESE SUGAR COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN Extraordinary MEETING of Shareholders in the Company will be held at the Company's offices, Bank Buildings, Queen's Road, Victoria, on WEDNESDAY, the 9th August proximo, at 3.30 o'clock in the afternoon, for the purpose of passing a resolution altering clause 82 of the Articles of Association.

By order of the Board of Directors,
A. NOEL BLAKEMAN,
Secretary.

13d 1279 Hongkong, 27th July, 1871.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE.

THE transfer Books of the above Company will be Closed from the 4th to 18th of August, both days inclusive.

By order of the Board,
G. N. MINTO,
Secretary.

25d 1258 Hongkong, 25th July, 1871.

NOTICE TO SHAREHOLDERS.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

THE ordinary half-yearly MEETING of the Shareholders will be held at the office of the Company, Club Chambers, at 3 P.M. on TUESDAY, the 15th August, for the purpose of receiving a Statement of Accounts, the Report of the Directors, and for declaring a Dividend.

By order of the Board,
G. N. MINTO,
Secretary.

14d 1321 Hongkong, 2nd August, 1871.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND, at the rate of Sixteen per cent. per annum, or $8 per share, declared at the Ordinary Half-yearly Meeting of Shareholders held yesterday, will be payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on and after THURSDAY next, the 20th instant. Shareholders are requested to apply at the office of the Company for Warrants.

By order of the Board of Directors,
AUGUSTINE HEARD & Co.,
General Agents.

tf 1222 Hongkong, 18th July, 1871.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Second Ordinary MEETING of Shareholders in the Company will be held at the Company's Office, 48, Queen's Road, Victoria, at 3 o'clock in the afternoon of FRIDAY, the 25th August next, for the purpose of receiving a Statement of Accounts, and the Report of the Directors for the six months ending 30th June, 1871.

The Transfer Books of the Company will be closed from the 12th to the 25th August, both days inclusive.

By order,
JAS. B. COUGHTRIE,
Secretary.

28d 1289 Hongkong, 28th July, 1871.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN Extraordinary MEETING of Shareholders in the Company will be held at the Company's Office, 48, Queen's Road, Victoria, at half-past three for four o'clock in the afternoon of FRIDAY, the 25th August next, for the purpose of authorizing certain alterations to paragraph 54 of the Company's Articles of Association.

By order,
JAS. B. COUGHTRIE,
Secretary.

28d 1290 Hongkong, 28th July, 1871.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.

THIS Company, with its Head Office at Hongkong, and Agencies at the various Treaty Ports in China and Japan, is prepared to issue Policies of Insurance, at the current rates of Premium at the respective places.

AUGUSTINE HEARD & Co.,
Secretaries.

tf 557 Hongkong, 1st April, 1871.

INDO-CHINESE SUGAR COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

SHAREHOLDERS are hereby notified that in accordance with the 36th Clause of the Articles of Association of the Company, the Third Call of Twelve Dollars and Fifty cents per share is payable on the 30th June current, at the HONGKONG AND SHANGHAI BANKING CORPORATION.

Interest at the rate of Twelve per cent. per annum will be charged on all calls paid *after that day*.

By Order,
A. NOEL BLAKEMAN,
Secretary.

tf 986 Hongkong, 8th June, 1871.

CHINA SUBMARINE TELEGRAPH COMPANY, LIMITED.

NOTICE.—Saigon and all Stations in Cochin-China were this day put into Telegraphic Communication with Hongkong and Singapore, by the Cable having been carried into Cape St. James.

The rate for telegrams of 20 words from Hongkong to Saigon, and all other Stations in Cochin China, will be $6.50; but to Cape St. James the rate will be $6.10.

W. H. ALSTON,
Superintendent.

tf 1308 Hongkong, 31st July, 1871.

NOTICE.

ESTATE OF J. B. ENDICOTT, Esq., *Deceased.*

ALL persons having Claims against the Estate of the late JAMES BRIDGES ENDICOTT, deceased, are requested to send in the amount and particulars thereof to the undersigned, on or before the 31st day of August next, otherwise such claims cannot be admitted. All persons indebted to the said JAMES BRIDGES ENDICOTT, deceased, are requested to pay their Debts to the undersigned.

GEO. F. WELLER,
Attorney for GEO. F. HEARD, *Executor.*

1276 Hongkong, 27th July, 1871.

DENTISTRY
BY
V. D. COLLINS, D.D.S.,
No. 7, Arbuthnot Road,
HONGKONG.

tf 1219 Hongkong, 17th July, 1871.

Intimations.

FOR SHANGHAI.

THE Steamship

"VENUS,"

Captain Crowell, will be despatched for the above Port TO-DAY, Friday, the 4th instant, at 4 P.M.

For Freight or Passage, apply to
AUGUSTINE HEARD & Co.

1329 Hongkong, 4th August, 1871.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Steamship

"YESSO."

Captain Ashton, will have immediate despatch for the above Ports.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.

tf 1330 Hongkong, 4th August, 1871.

FOR YOKOHAMA.

THE A 1 British Barque

"HAVILAH,"

Capt. J. Robertson, will have immediate despatch for the above port.

For Freight or Passage, apply to
AUGUSTINE HEARD & Co.

tf 1333 Hongkong, 4th August, 1871.

FOR SALE.

THE STOCK-IN-TRADE, FIXTURES, PLANT, &c., &c. of the PHŒNIX IRON WORKS, Spring Gardens.

For further particulars, apply to
J. M. ARMSTRONG.

tf 1331 Hongkong, 4th August, 1871.

NOTICE.

IN THE ESTATE OF D. ILLINGWORTH, *Deceased.*

ALL Persons having Claims against the Estate of the late DAVID ILLINGWORTH, deceased, are requested to send in the amount, and particulars thereof, to the Undersigned, without delay.

All Persons indebted to the said DAVID ILLINGWORTH, deceased, are requested to pay their Debts to the undersigned without delay.

C. ILLINGWORTH,
Administratrix.

2w 1332 Hongkong, 3rd August, 1871.

P. M. S. S. CO.

NOTICE.

ON and after this date, the Price of CABIN PASSAGE by the Steamers of this Company to YOKOHAMA, will be $100; and a RETURN TICKET $80

T. A. HARRIS,
Agent

10d 1325 Hongkong, 2nd August, 1871.

WANTED by an experienced, elderly person, a situation as Housekeeper, Companion to a Lady, or an Attendant on a Lady. With good references. Address A. B. C., *Daily Press* office.

tf 1328 Hongkong, 3rd August, 1871.

TENDERS for the Repairs of the North German Barque "*APENRADE*," Davidson, Master, will be received until TO-MORROW, at noon, at the office of the Undersigned, where particulars may be obtained.

WM. PUSTAU & Co.

4d 1316 Hongkong, 2nd August, 1871.

EX "OVERLAND," S.S. "AVON," AND LATE ARRIVALS.

BATH SPONGES, Tooth BRUSHES,
Palate BRUSHES, Hair do.
Curl do. Shaving do.
Nail do. Flesh do.

GLOVES and RUBBERS
Billiard CLOTH and Clothes BRUSHES.
COMBS.
Hand MIRRORS. Sponge BAGS.

Carbolic SOAP, Old Brown WINDSOR,
Toilet Bar SOAP,
&c., &c., &c.

Swimming BELTS.
Air CUSHIONS, Water CUSHIONS.

And,

Further SUPPLIES of Fresh DRUGS and CHEMICALS, Infant's FOOD, Invalid's FOOD, Nursery and Toilet REQUISITES.

A. S. WATSON & Co.,
Family and Dispensing Chemists,
HONGKONG DISPENSARY.

1w 1317 Hongkong, 2nd August, 1871.

FOR SALE.

CHAMPAGNE,
VERZENAY, in Pints & Quarts.
SILLERY, Do. Do.
London XX STOUT, Do. Do.

J. M. ARMSTRONG.

tf 901 Hongkong, 25th May, 1871.

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. Tennent, Glasgow, and Messrs. David Corsar & Sons Arbroath.

ARNHOLD, KARBERG & Co.

tf 419 Hongkong, January, 1867

FOR SALE.

THREE HOUSES in Mosque Street, Nos. 23, 25, and 27, on Inland Lot No. 348. Crown Rent $1.42 per year, now let to good Tenants; producing a nett rental of $35.50 per month.

For particulars, apply to
THOS. W. BARRINGTON,
47, *Wyndham Street.*

tf 1303 Hongkong, 1st August, 1871.

"*Japan Mail*" and "*Japan Weekly Mail.*"

LANE, CRAWFORD & Co. having been appointed agents for the two above-named newspapers, are prepared to receive Advertisements and Subscriptions for the same.

Terms of Subscription, payable in advance: *Japan Mail*, $15 per annum; *Japan Weekly Mail*, $24 per annum.

tf 122 Hongkong, 19th January, 1871.

HUGH PIERCY AUSTIN.

ALL Persons having claims against the above estate are requested to send them in on or before the 1st day of October, 1871, to the undersigned.

J. GARDINER AUSTIN,
Colonial Secretary,
Administrator.

tf 816 Hongkong, 11th May, 1871.

Notices to Consignees.

S. S. *HINDOSTAN*, FROM CALCUTTA, PENANG, AND SINGAPORE.

CONSIGNEES of Cargo by the above-named steamer are hereby requested to send in their Bills of Lading to the undersigned for countersignature, and take immediate delivery of their Goods, failing which they will be landed and stored at their risk and expense.

DAVID SASSOON, SONS & Co.

3d 1322 Hongkong, 2nd August, 1871.

CONSIGNEES per O. S. S. Co.'s steamer *Sarpedon*, are hereby notified that the cargo is being discharged into Craft, and landed at the Godowns of the undersigned, in both cases it will lie at Consignees risk. The cargo will be ready for delivery from Craft or Godown on and after the 3rd inst.

Goods undelivered after 7th inst. will be subject to Rent.

Bills of Lading will be countersigned by
BUTTERFIELD & SWIRE,
Agents.

7d 1318 Hongkong, 1st August, 1871.

BRITISH SHIP *GLANCE*, FROM LONDON.

CONSIGNEES of Cargo by the above-named vessel are requested to send in their Bills of Lading for countersignature to the undersigned, and to take *immediate* delivery of their Goods.

Cargo impeding the vessel's discharge will be at once landed and stored at Consignees' risk and expense, by

MELCHERS & Co.

7d 1299 Hongkong, 31st July, 1871.

NOW READY.

THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANT. By Dr. Devan, with many Additions, Corrections, and Dr. Williams' Orthography.
Price: In Paper Wrappers, ... $1.50
Neatly Bound, ... $2.00
Apply at the *Daily Press* Office.

NOW READY.

BOUND VOLUMES of the TRADE REPORT for the year 1870. Price $10. Apply at the *Daily Press* Office. Hongkong, 1st February, 1871.

The delivery of the *Daily Press* from this office commenced on Thursday morning at 9.55, and the last messengers left the office at 10.15.

The Daily Press

Hongkong, August 4th, 1871.

The liberal principles which have of late years obtained in India, where a certain share in the Government of the country has been rightly given to the natives, have latterly received an extension in a direction where this might be least expected. It will be seen from the Straits papers, that Mr. Pope Hennessy, the Governor of Labuan, has adopted the plan of giving certain posts under Government to the Chinese, a step of the utmost interest to those who are concerned in the question of governing the Chinese residents in our Colonies. It seems that on his arrival in Labuan he found that the finances were in a very disordered state, and that there was hardly any possibility of raising the revenue sufficiently to carry on the necessary Government of the place. On looking around him to discover from what sources he could obtain advice, he hit upon the idea of asking the assistance of the native population, who, he says, are the most industrious and reliable portion of the population of the Colony. The result of doing this was that he found out that by a simple alteration in the mode in which the Opium Farm was collected, he would be able to increase the Revenue of the Colony very considerably; and, by this and similar means, he succeeded in meeting the financial wants of the Settlement. His reforms, however, did not stop here. Perceiving that the Chinese formed a very important element in the Colony, and the few European merchants therein little understood or cared for their interests, he adopted the plan of enlisting their services in public matters, and among others, placing reliable men among them on the bench to decide cases of dispute arising among themselves; the large bulk of the cases before the Courts there being apparently of this nature, and the foreign magistrates not understanding a single word of the documents or accounts on which they had to be decided. Mr. Hennessy says that the result of this has been a marked increase in the respect which the natives have for justice, and that the system appears to be working well.

Our object in calling attention to the matter is chiefly to point out where such a system would be likely to fail if adopted in large Colonies, so that should there be any idea of following it, which is not unlikely, this may be done at all events with such precautions as are necessary. It is not impossible that some advantage may be gained by allowing the Chinese to settle their disputes their own way within certain limits; but at the same time we cannot shut our eyes to the danger of such a system leading to a great deal of corruption. Perhaps, however, in regard to small suits, it would be found to work reasonably well; but such a plan would certainly have to be adopted with very great reservation in connection with matters where any large sums of money were at stake, while, as respects criminal cases, it is to be feared it would not work at all, as there would be too much danger of crimes being hushed up, the instinct of the native being always to deal with criminal matters, except of the very gravest character, rather as questions of compensation than in relation to the necessity of punishing the guilty and deterring others from committing offences. If any such plan as that adopted by Mr. Hennessy in Labuan, were introduced into other Colonies, we are disposed to think that it should be confined to civil suits of trivial amount, say to the extent of $50 or $100; and that only when the working of the system had been thoroughly tested in this manner should the idea of extending it to more important cases be entertained, and that it should not be applied at all to criminal matters. The great difficulty we have in dealing with the Chinese is their inveterate habit of cliquing together, so that we never can be sure that any given man will not be under the influence of such combinations to an extent such as will render the administration of justice by natives an impossibility. This is proved to be the case with Chinese officials in their own country, and we cannot see any reason to conclude that the same kind of difficulty would not be felt in British Colonies. In respect to small money claims, this kind of influence would not be of so much importance, as the stake would generally be considered too small to make it worth while to bring such influence to bear; and by watching the proceedings, it might be quite possible to detect anything like serious corruption. But in criminal matters, as we all know, the natives will generally spare no pains to get their clansmen or fellow society men clear of punishment—indeed, this is one of the express objects of such associations—and it would, therefore, be folly to give them criminal jurisdiction. Another point which ought not to be lost sight of in connection with the adoption of such a system as that introduced in Labuan by Mr. Hennessy in Hongkong, is that the Chinese here are much more under the influence of their countrymen on the mainland than can be the case in a distant colony, and they would, therefore, be subject to much more pressure. Consequently, we cannot here afford so easily to place any great power in their hands. Still, if in small ways we can give some kind of official recognition to the natives, so as to remove the idea of class distinction, which is undesirable, it would no doubt be a good thing; but it is very important to bear in mind that such a step might be attended with inconvenience, and that if taken at all, it should be adopted only with the greatest caution.

We are informed by telegram that the Pacific Mail steamer arrived in Shanghai yesterday.

THE CONSPIRACY CASE.

Police Court.
August 3rd.

Before C. May, Esq.

The above case was resumed yesterday. Mr. Sharp, on the opening of the court, stated that he desired to call attention to an error which had occurred in the newspaper reports. In speaking of a somewhat jocular remark made by Mr. Hayllar, it had been stated that Mr. Chinoy had said he must speak to Mr. Sharp, as he had to instruct his Attorney. Mr. Sharp wished it to be understood that he was not concerned in the case in any other way than as Crown Solicitor, acting for the prosecution.

Abdool Rahman further examined, stated.—The box at the time I went to gaol contained the books in court, and all the orders and cheques signed by Hassinbhoy Goolam Hoossein, and those also signed by myself. There were also letters from Bombay signed by Fazel Mahomed Essa & Co., addressed outside to me, and inside to the firm. These letters always came under cover to Hassinbhoy Goolam Hoossein & Co.

Mr. Hayllar said that these letters being sent to him was inconsistent with his being a clerk. If they were sent to him as a clerk, defendants had a right to them. The letters came from Fazel Mahomed Essa to Abdool Rahman here. The envelopes ought to be produced. He objected strongly to its being constantly stated by Mr. Brereton that the letters were stolen. The words ought not to used. Perhaps Mr. Sharp would alone conduct the case, as it was his.

Mr. Sharp suggested to his Worship that this should be done.

His Worship said that such was the case.

Mr. Hayllar objected that notice ought to have been given to produce the envelopes, if statements were to be made concerning them.

His Worship thought this objection was valid. If secondary evidence was to be tendered, it should be shown that all means had been exhausted to get at the best.

Examination continued.—There was a large envelope containing several letters—from fifteen to twenty. There were also four protests from Bombay. [Produced by Mr. Brereton, and handed to Mr. Sharp, and by him put in. They were protests concerning bad silk sent to Bombay, signed by Essabhoy Mahomed of that place.]

Mr. Sharp asked what they contained.

Mr. Hayllar said that they must be brought home to the knowledge of all the defendants; otherwise that could not be gone into. The documents referred to silk.

Mr. Sharp said if there was any question of this kind, it could be sifted in the Supreme Court.

Mr. Hayllar.—Oh, dear no; we are not going to the Supreme Court at all. We shall fight this out here. He went on to say that the protests did not prove the arrival of any silk. A commission must be had at Bombay for that.

Mr. Brereton said there could not be a commission in a criminal suit. It was nonsense.

Mr. Hayllar said it was not advocacy to say it was nonsense. If the evidence could not be obtained, there was simply no case. These document were said to be in the box which was locked up, and were produced by Mr. Brereton. How was that? If the three defendants had seen the documents before they went into the box, their contents could be gone into. If not they could not.

Mr. Sharp protested that in this way the case would never be concluded.

Mr. Hayllar certainly meant to have every point brought forward fully sifted, however long it took. He went on to say that the men in Bombay were made conspirators with the defendants, and it was specially necessary, therefore, to be careful about documentary evidence.

Examination continued.—After the end of last year, we bought some silk. I can give particulars from the books.

Mr. Hayllar objected to the books being shown to witness, unless all the defendants had seen the entries.

Mr. Sharp asked whether they had been seen by either of the defendants.

Mr. Hayllar.—By all three?

Mr. Sharp put the question in the first form.

The witness.—They were seen by first defendant at Canton. We were sitting at my desk together, and he saw all the entries. The books were upstairs, and the other defendants might have seen them.

His Worship held that he might now refresh his memory. [Book is was handed to him.] The silk was at that time bought for me by Abdool Moossa. I remember settling 5 cases silk shipped by *Columbian* in August, 1870. [Letter book shown.]

Mr. Hayllar said August must be a long before the alleged conspiracy that he could not see what this had to do with it.

Mr. Brereton said if Mr. Hayllar would let the case go on, it would then be seen.

Mr. Hayllar.—It seems like the celebrated French prosecution, going through the events of the whole of the man's life before coming to the charge.

Examination continued.—5 chests of silk were bought through Abdool Moossa. This was the lot by the *Columbian*. It was marked S.T. in a diamond, F. It was bought from a Chinaman of the name of Sin Tai. I sent the goods to Fazel Mahomed Essa. Moossa told me at Canton that he had bought the silk. [Mr. Sharp here proposed to put in the protests.]

Mr. Hayllar objected to their being put in, as they would not be allowed even in a civil suit.

His Worship suggested that they might be put in as having been found in the box.

Mr. Hayllar objected to their being put in with regard to their contents. He objected to them entirely as any evidence that the goods had arrived in Bombay.

Examination continued.—There were also my clothes and five dollars in the box. [Books here handed to witness again.] Those books were bought from Asing, a bookbinder in Canton, by order of Soli Mahomed. I was present when they were bought. When left in my box the book "A" had a white label, with letters F.M.E. & Co., and the others had red labels with the same letters. The letters were stamped on the red labels, and written on the white one. These initials represented Fazel Mahomed Essa & Co., under the letters were the figures 1869.70. Somebody appears to have altered them. They had not the white paper labels they now have, but had red labels, which are not there now. The white paper labels have the letters A. J. on them. I had one letter in my possession. [Letter produced.]

Mr. Hayllar—Who produces that letter?

Mr. Sharp—I.

Mr. Hayllar—But who gave it you? Mr. Brereton?

Mr. Brereton.—I produce it.

Mr. Hayllar.—But who gave it you?

Mr. Brereton.—Mr. Chinoy.

Mr. Hayllar.—Yes, that is it. I specially object to that. I saw it brought in just now. I wish this noted, and I object to the letters being received. It is not traced to us. It came off the man's person in gaol. There was no evidence where the letter came from. No one could prove that it came as alleged from Essa & Co. The statements in the letter could not possibly be evidence against the defendants. They wished to make Essa's assertions in Bombay evidence against defendants. This could not be. The assertions in the letter were no evidence against defendants.

His Worship said that it ought to be asked whether defendants had any knowledge of the letter, or whether there was anything done by defendants to make it admissible.

Examination continued.—It was Abdool Moossa who gave me the letter. It is signed first by Hassinbhoy Goolam Hoossein & Co., and then it is signed Fazel Mahomed Essa. The letter was open in my box. Abdool Devraj gave me both this letter and the protest.

Mr. Hayllar continued to protest against the admission of the letter, as there was nothing to show that its contents were known to defendants.

His Worship ruled that it could not be admitted on that ground. Whatever its contents might be, what the firm in Bombay wrote could not affect the defendants.

Mr. Brereton said it would be shown to come from one of the persons charged.

Mr. Hayllar.—You might include half Bombay if you looked in that way.

Mr. Brereton said that they could connect them with the conspiracy.

Mr. Hayllar.—But they had not done so yet.

Mr. Brereton said it would be shown that they were mixed up.

His Worship adhered to his ruling.

Examination continued.—After I was in gaol the first and second defendants came to see me. They sympathised with me, saying Abdool Devraj had been to Muasah Kessurjee's house to get some money, but could not succeed; but perhaps would succeed on the morrow. They left me saying they would try and get me assistance.

The Court here adjourned to 2.30 p.m.

On the Court resuming, the examination of the witness continued.—The next day, Jan. 27th, Abdool Devraj and the second defendant came to gaol to see me. Devraj told me that he was sorry he could not get the money. He had no sleep through thinking of the matter all night. He promised to do what he could. The second defendant said, "Do not be down-hearted, we are trying to do our best."

(Mr. Hayllar, *sotto voce*—Job and his three friends.)

On the same day the first defendant, Moossa, came to see me alone. He asked me if Devraj had been to see me. I told him he had. He said he had been running everywhere to try and get the money, and was then sitting in the house grieving himself. The same day I was served with two summons by Chinamen, A-king and Mug-kee. I told this to Moossa. I offered the summons to Moossa, but he refused to take it, saying that they would have a talk over it that night and see what could be done. Since that day I have never seen any of the defendants. The same question being repeated by Mr. Brereton, witness said they have been to see me several times since. (The interpreter here said that his first answer was an error.) Abdool Moossa and Abdool Devraj or Noord Mahomed came to see me. I am sure that Moossa came. On the third day Abdool Devraj and the third defendant came and said that they could do nothing. Devraj said that he had been considering the matter, and that if he satisfied one Chinaman all the others would come down on him. He also said that times were very hard, and he could not get accommodation. Devraj said that he had consulted Mody and other friends, and they recommended that a statement of witness's debts should be laid before the Court, and that time should be asked for, so that funds might arrive from Bombay. He said that unless I did this, there was no chance of my being released, and promised to send Moossa to confer further with me on the matter. He then went away, and shortly afterwards Moossa came. He spoke precisely the same words as Devraj, and said that the next day he would go to an Attorney. Moossa asked me what Devraj had said, and then said that he would make out a petition, and bring it for my signature. He said, "You will sign it, and then I will give it to an Attorney." I said to first defendant, "You must make out the petition in the name of the firm." He said, "No; the Chinamen have sued you individually, and it must be made in your name, else I will not take it to the Attorney."

Mr. Brereton.—Did he not press you to sign it? After some questioning by the magistrate, the witness said that there was nothing like a threat used. I said, "If you do not do my business, who is to do it?" (This question being repeated, it appeared that the witness meant that he was entirely, having no one else, to look after his affairs, in Moossa's hands). Moossa said there would be nothing against me if I signed the petition; time would be obtained, and further arrangements could be made. He said he would go to the Attorney. One day after, or the same day, Abdool Moossa came with a small paper and asked me to sign it. It was written in English. I could not read it. Moossa told me that it was a memorandum, shewing the shipments to Bombay, and the balance due by Bombay people. Before the paper was brought to me, Abdool Moossa and the second defendant demanded the key of my box. I signed the paper.

By the Court.—I did not know the exact contents of the paper, only what Moossa had told me generally. The paper was brought to me about two days after I was asked for the key. The key was asked for about three days after I went to gaol. When the two first defendants came, two friends, Hadji Ally Mahomed Sherriff, and Ssmail Ahmed, who had called to see me, were present. First defendant said, "Give me the key, we wish for books, so as to make out the account." I replied, "Why do you want the key? Bring the box and I will give you the books." My friends heard this said. Referring to book "A," I said, "I have struck a balance to end of December; there are only a few days' entries in January." Moossa said that book was only a copy, and asked for the key in order that he might examine the whole of the books. I gave the key to Hadji Ally Mahomed Sherriff, and told him not to give the letter-book or the letters to Moossa. I asked him to lock up the box after giving out the books, and to bring back the key to me. [An argument here took place as to the right of a clerk to give up books.] After that they all four went away. This was the only time I parted with the key. When I last saw the box before going to gaol it was in proper order. I was summoned to the Judge's Chambers six or seven days after I had been in gaol, and was ordered by the Chief Justice then to bring the books. The first defendant was there. The Judge ordered the books to be handed to Ardaseer Chinoy, in order that they might be given to Mr. Caldwell. I understood the order to be this. Ardaseer Chinoy, the Chinese, the constable, and myself went to Abdool Moossa's to get them. I met Abdool Devraj at the door, who asked what had been done. I said, "I cannot say, the Judge wants the books, and I am come for them." Abdool Moossa arrived at the house and followed me. [Mr. Chinoy here entered the Court].

Mr. Hayllar suggested that Ardaseer Chinoy had better leave the Court, as he would want him as a witness.

Mr. Brereton said that would interfere with the conduct of the case, as he required his assistance as interpreter.

His Worship said there was a reason for his stopping, as it was agreed that each party should have the assistance of a competent person in interpreting, when the Court interpreter was objected to.

His Worship suggested that it would be better he should be out of Court when his name came in question. [The gentleman here left.]

Witness continued.—Myself, the constable, and Abdool Devraj, were going up stairs, and Ardaseer was following, when Abdool Moossa asked what was the good of all these people going up stairs. There were about five or six persons. Chinoy went up. When I went up stairs I noticed my writing desk was not in the place where I left it. I asked Abdool Devraj "Where are my books?" First defendant was present. Abdool Devraj told me the books were in his sleeping room, in his chest of drawers. I went into the bed room, found the drawers locked; the third defendant was called to produce the keys. The chest was then opened by third defendant. First defendant lifted the book marked A and gave it to the constable, who said he wanted all the books. All the five books in court were accordingly given up to the constable. At the time they were given to him they were as they are now. The constable gave them to Ardaseer Chinoy. This was about January. Chinoy wrote something in pencil on each of the books. He asked where were the letters? and Devraj said he would send for them, and deliver them to the Court. I was very sorry and excited, and was hurried off to gaol, so I said nothing.

Mr. Hayllar enquired whether the case should go on after this evidence. Devraj had the books locked up in his private room. How could this affect these people? Are you really going on, Mr. Sharp?

Mr. Sharp said certainly—not only had he the express instructions of the Attorney-General, but it was also the desire of the Chief Justice.

Mr. Brereton here made a remark in an undertone, to which Mr. Hayllar strongly objected, saying it was not right to talk about betting, and after some rather warm discussion.

Mr. Brereton stated he had said something about betting $50 that the case would be committed; but it was merely in an undertone and as a joke, and certainly was not intended to be disrespectful to the Court or irritating to the learned Counsel.

His Worship observed that it was not addressed in any way to the Court, and the case proceeded.

Examination continued.—When I was in gaol Abdool Devraj said that he would get the legal proceedings withdrawn. I signed my schedule in Bankruptcy in the Court Room.

His Worship here asked the witness whether he knew the nature of proceedings in Bankruptcy. He replied that he did not, having had very little business experience.

Mr. Hayllar said if he did not know what Bankruptcy was in 1865 in Bombay, he never would know.

Examination continued.—I took it to be a petition to obtain time, the first defendant having told me so. I had not seen the papers in the Court before. They were written in English. There was no interpreter there to inform me what they were. I did not know the contents of them. The "Christian Interpreter" (Mr. Rozario) said, "If it is true you have bought these goods from the Chinamen yourself, and not paid for them, you must sign this paper." I then signed it. I did not supply the information to make up the accounts. Other people made them up.

Mr. Hayllar observed there was nothing to lead to the conclusion that the accounts were wrong, except that it was alleged witness was not the debtor.

Mr. Brereton said that the attempt was to put forward a penniless man in place of the real debtors.

Mr. Hayllar protested against such interpolations. They were not usual.

It was either the very day or the day after next, after the books were delivered up, that Mr. Seth, the second defendant, and Abdool Devraj came to the gaol. I said: "What have you done? You have altered the labels; you told me one thing and it turned out another thing at the Court, and now you say you will withdraw the proceedings, but how can you do it?" Abdool Devraj said, "What is done is done; I am now making arrangements to pay the Chinamen and to get you released." He spoke a great deal to me, and I began to cry. He then left me. I said, "You write me a letter to the effect that all this has been done by your hands, and that you were making arrangements with the Chinamen to get me released." He promised to write this letter, and swore by God and the Prophet to get me out of gaol in a week, or to come and sit down in my place. I prevented Abdool Devraj from withdrawing the case. I said I would rather not have it withdrawn. I would go and explain everything in the Court. Devraj said, "I will suspend the proceedings, and in a week get you out."

To the Court.—As far as I know, nothing has been paid since I went to gaol. About $60,000 altogether were due, and Abdool Devraj reduced this by payments to about $30,000.

Examination continued.—I had no conversation with any one but Abdool Devraj and Noord Mahomed about altering the labels on the books, but I might have mentioned it to others. Abdool Devraj asked me why I was so sorry about the labels. Abdool Devraj said, "I am going up to Canton now, and I will see if I cannot settle with the Chinamen."

Mr. Hayllar.—May I ask when we are coming to the conspiracy? I have asked this question now three times, and we have not got the people together yet.

Mr. Brereton.—We have not finished the examination of one witness—we have hosts of witnesses.

Adjourned til Tuesday next.

MEETING OF JUSTICES.

The monthly meeting of Justices of the Peace for granting of Licences took place yesterday at the Magistracy, C. May, Esq., in the chair. Present, Hon. C. C. Smith, F. W. Mitchell, W. M. Deane and J. Russell, Esqs.

An application was made by Mr. Lopez to have the licence of the "British Crown" transferred to him from Mr. Leon. The necessary certificate being handed in, the transfer was granted.

Louis Manuel Lobo applied for the transfer to him of the licence of the "Sailor's Home." Mr. May asked applicant whether he played the violin, as he was described as a "Fiddler.—Nothing known against him." He assented; and after a short conversation, during which the Justices came to the conclusion that music hath charms to soothe the savage "breast," not "mind," the application was granted.

Francis Little applied for a licence for the "Angel Inn." Mr. May stated that applicant had on several occasions been taken up for violence, and had not conducted himself with the orderliness and propriety requisite. The Justices must do their duty to the public, however much they might regret to go against the intereests of individuals. Hon. C. Smith and Mr. Mitchell concurred in these remarks.

Mr. Russell enquired how he lost his former licence.

Mr. May said he had had several licences, and had had to give them up.

Applicant said the last time he had had to do so from sickness, loss of one of his legs, and his substitute not doing him justice.

Mr. Russell said he recollected his being a long time in hospital.

Mr. May asked what should be done.

Hon. Cecil Smith thought it imperative to protect the public.

Mr. May suggested that if applicant could arrange to go into partnership with a suitable person, perhaps there might then be no difficulty.

Mr. Mitchell and Mr. C. C. Smith concurred that in this manner something might be done; but it appearing that the partner proposed had been convicted for an offence, Mr. May pointed out that the applicant must get a suitable person. It would perhaps be well to postpone the application.

Mr. Mitchell explained this to the applicant, impressing upon him that the man to be proposed must be suitable.

Applicant asked if he got Clegg, who had the licence, out of gaol, where he was for debt, would that meet the case? Some discussion then took place as to whether he could be considered still to hold the licence, after which,

Mr. May explained that if an arrangement could be made by applicant to go into partnership with Clegg, the latter could resume his licence; if not, another application would have to be made. The application was with this explanation refused.

Mr. Sharp appeared to support an application from W. H. Burns for a license for the "Rose and Crown." It appeared that he had been convicted on 1st October, 1869, of selling spirits without a license, and that under Ordinance 11 of 1844, the applicant was thus disqualified for three years from holding a licence for the house. The nature of his offence had been that he had sold the spirits when the holder of the licence was absent. Mr. Russell pointed out that the fact that he ought not so to sell, had been told to applicant, and Hon. Cecil C. Smith observed that applicant was aware that the holder was intending to abscond in the *China*. Mr. Sharp said if the Justices felt themselves bound under the Ordinance, the question of course fell to the ground. He had not been aware that the restriction was for so long as three years. The application was refused accordingly.

Mr. Deane called attention to Section XXIII. of Ordinance No. 11 of 1844, which precluded the sale of any spirits, even in cases, by Chinese shopkeepers. This was a hardship upon them, and he thought something ought to be done. It was, however, considered that the matter was not one on which the Justices could express an opinion. Mr. Russell suggested that it would perhaps be better to make a prosecution under the section, and then the matter would be brought forward, and could if necessary be remedied. The subject then dropped, and the meeting separated.

UNLOADING STEAMERS.

TO THE EDITOR OF THE "DAILY PRESS."

Sir,—Amid all the present rage for Piers, Godowns, Tramways and Steam-carts, I cannot but be impressed with the rapidity with which some steamers are discharged here, reloaded, and sent on their way.

I noted a few days since, that the *Prism*, from Liverpool and Straits, delivered some 1,200 tons of cargo, and took in some 400 to 500 tons for Shanghai, and left the port within 48 hours after her arrival. Since then, the *Sarpedon* did the same work within 34 hours, having made fast to her moorings at 2 p.m. on the 1st, and left at midnight on the 2nd instant.

Yours truly,
FACTS, NO FICTION.

Hongkong, 3rd August, 1871.

COMMERCIAL INTELLIGENCE.

August 3rd, Evening.

There has been considerable activity in the drug market for Patna, which under speculative influence from the opening rate of the morning for it of $640, advanced to $660. Benares, $620 to $632½. Patna, 9th Sales on time from $612½ to $657½. Patna, 8th Sales, $645, closing at $640 to $642½, sellers. No change in Malwa.

August 4th, Morning.

Patna $655 to $660; Benares, $627½ to $632½; Patna on time, $655 to 657½. Patna, 8th sales, $642½, sellers. Market very unsteady under speculative operation.

Exchange.

On London.—
Bank Bills, at 30 days' sight,... 4/3¾
Bank Bills, at 6 months' sight, 4/4½ to 4/4¾
Credits, at 6 months' sight 4/4¾
Documentary Bills, at 6 months' sight 4/5
Bank Bills on demand, ... 4/3¼

On New York.—
Private, 6 months' sight........ —
On Bombay.—Bank, 3 days' sight 227¼
On Calcutta.—Bank, 3 days' sight 227.
On Shanghai.—
Bank, 3 days' sight..........72¼
Bank, 15 days' sight..........72¾
Private, 30 days' sight..........73¼

Shares.

Hongkong Bank Shares, Old—50 per cent. premium.
Hongkong Bank Shares, New—47 per cent. premium.
Union Insurance Society of Canton, new shares—$1,300 per share premium.
China Traders' Insurance Company's Shares—$2,250 per share premium.
China and Japan Marine Insurance—Tls. 75 per share premium.
Chinese Insurance Company—$70 per share premium.
Hongkong Fire Insurance Company's Shares—$330 per share premium.
China Fire Insurance Company's Shares—$60 per share premium.
Victoria Fire Insurance Company's Shares—$50 per share premium.
Hongkong and Whampoa Dock Company's Shares—30 per cent. discount.
Hongkong, Canton and Macao Steamboat Co's Shares—31 per cent. prem.
Shanghai Steam Navigation Company—Tls. 26 per share premium.
China, Sea, Saigon, and Straits Steamship Company—5 per cent. discount.
China and Straits Steam Navigation Company—20 per cent. discount.
Hongkong Gas Company's Shares—$60 per share.
Hongkong Hotel Company's Shares—58 per cent. discount.
Hongkong Distillery Company—10 per cent. premium, nominal.
Indo-Chinese Sugar Company—$15 per share discount.

Sales on August 3rd, 1871.
As reported by Chinese.

White Wax, 2 pieces, at $103.50, by Yee-wo-cheong to Hongkong merchant.
Red Peas, 30 piculs, at $2.04, by Yee-wo-cheong to travelling merchant.
White Sugar, 100 piculs, at $5.60, by Kwong-fook-wo to Hongkong merchant.
Mushrooms, 20 piculs, at $29.00, by Kwong-fook-wo to travelling merchant.
Bombay Cotton, 30 bales, at $13.25, by Parsee merchant to Yuet-loong.
Bombay Cotton, 412 bales, at $17.50, by Parsee merchant to Tai-hing.
Calcutta Cotton, 22 bales, at $16.25, by foreign merchant to Man-hing.
Grey Shirtings, 7lbs., 1,000 pieces, at $2.16, by foreign merchant to Hongkong merchant.
Cotton Yarn, No. 38-42, 25 bales, at $145.00, by foreign merchant to Yew-kee.
Cotton Yarn, No. 28-32, 25 bales, at $123.00, by foreign merchant to Hongkong merchant.
Black Pepper, 230 piculs, at $14.20, by Yee-fung to Hankow merchant.
Black Pepper, 200 piculs, at $14.00, by Yee-fung to Hankow merchant.

NEWS FOR THE ENGLISH MAIL.

THE CANTON EXCITEMENT.

(*Daily Press, July 27th.*)

According to the last accounts the excitement at Canton consequent upon the rumours concerning the distribution of the mysterious white medicine has subsided; and affairs are again considered likely to go on quietly. The danger which was threatened being now over, many, as is too frequently the case, are disposed to consider that it never had any existence, and to blame H.B.M. Acting Consul for having paid more attention than necessary to what turn out to be idle rumours. Experience, however, does not warrant this view of the matter. However absurd Chinese rumours may be, however little effect they may ultimately produce, nobody responsible for the safety of his countrymen and for the maintenance of order, can afford to give no heed to them. They may mean nothing or they may mean everything. A breath may put out the spark of discontent, but a breath may also cause it at any moment to burst in a flame; and while we know this to be the case, we are aware that it is completely beyond our power to ascertain whether a given rumour or excitement comes within the one category or within the other. What is also of great importance, we have too much reason to believe that the Chinese officials themselves, even when willing to act with perfect *bona fides*, can be certain when it is necessary for them to adopt severe measures to put down a threatened rising, or that they will be able to apply the required remedies when they are desirous to do so. Under such circumstances, upon what can we and ought we to rely? Should we follow the system adopted by the Chinese themselves of hoping for the best, and carefully shutting our eyes to unpleasant realities, while everything indicates that we should be up and doing; should we rely upon a masterly inactivity or should we adopt such simple measures of precaution as are within our power, and be prepared for any event that may arise? It is urged in favour of the former course that it is undesirable to make any display of force, as this is calculated to irritate the officials, and by being an indication that we fear an outbreak, is likely on that very account to bring one about. But as to the irritation we may safely adopt Lord Palmerston's dictum, that it is an abuse of terms to say that, when you employ means to prevent danger you are provoking that danger and irritating the party against whom the precautions may be taken. If no animosity exists, the precautions can have no effect but inspiring confidence in the party in whose favour they are made; if, on the other hand, there be a disposition to attack, that disposition is sure to be lessened in proportion as the chances of success are diminished. Thus, if the Mandarins to whose co-operation we have a right to look, are willing to exert their power towards our protection, their ability to do so effectually will not be lessened, but increased, by the fact that the unfriendly classes are made aware by a timely demonstration of readiness for action, that their disregarding the commands of their officials will be attended with serious results to themselves. If inclined to defy the Mandarins, as is too frequently the case, they will be brought to reason when they find a practical demonstration that such defiance of authority may lead to serious consequences to themselves and their fellow citizens; while as respects the Mandarins, if they are disposed to delay taking vigorous action in the hope that any given excitement will blow over, it is demonstrated by lengthened experience that a timely indication to them of the effects which will be brought about by their inaction is the best possible means of rousing them from their lethargy. To take steps for our own protection is no act of hostility towards the respectable Chinese or the officials, who if they lack the moral courage to put down disturbances, are certainly likely to suffer very severely if an outbreak actually occur. The action is hostile only to those who are disposed to act with hostility and against the interests both of China and of foreign nations. It is hostile to the rowdies and ruffians constituting the mob, who are not the class of men whom we need be specially anxious to conciliate when they resort to threats. The Chinese officials are too prone to temporise with them, and this habit frequently encourages them to commit outrages. If we imitate the Chinese practice, we must look for the same results; but if we show that, though undesirous in any way to resort to force for defensive purposes, we are prepared and willing to protect ourselves whenever occasion shall require, we shall make the officials the more active in their endeavours to control the people, and the masses the less disposed to disobey the orders of their officials.

For these reasons we consider that Mr. Acting Consul Hughes and the Lieut.-Governor of this Colony deserve thanks and commendation for the promptitude with which they have met the exigences of the crisis which recently threatened, and which it may now be hoped is passed. It is easy, as some do, to say there was nothing in it; but two things are undeniable. There was just as much in it as in the prelude to the Tientsin Massacre, as far as we could see in either case; and there is the best reason to believe that a very moderate display of force would have been sufficient to avert the latter event. It is at the least equally probable that the arrival of the *Thistle* and the knowledge that preparations were being made in Hongkong dissipated the excitement, as that, supposing nothing had been done, the excitement would have passed over of itself. We are not called upon to run such a risk as we should incur by neglecting to put ourselves in an attitude of defence. If ordinary precautions taken for our protection should in any given case have the effect, as it is argued they may, of causing an outbreak, this would only be a proof of the dangerous state of affairs existing, and the extreme likelihood of a disturbance arising before very long even if we refrained from any action. As the case is put by an able correspondent whose communication we published yesterday, the Mandarins rely too much upon their proclamations, which are generally issued after the excitement commences to abate. Taking the whole circumstances of the recent affair into account, there was no evidence of any sufficiently vigorous action on their part; and seeing the ill-feeling daily increasing, it would have been a dereliction of duty on the part of the acting Consul to allow affairs to take their course on the chance of the mob altering their minds. Had he done so, it is by no means impossible that a serious outbreak would have occurred, and immediately after a proclamation would have been duly issued by the Chinese officials warning the people not to do what they had just accomplished.

OUR RIGHT IN CHINA.

(*Daily Press, July 31.*)

When we endeavour to discuss, in an unbiassed and impartial spirit, the much vexed question of foreign intercourse with China, we are constantly thrown back upon one question which indeed forms the most difficult point in the problem of foreign relations with Asiatic nations, who are little desirous of intercourse with the outside world. We are obliged to ask ourselves plainly whether we have any right in the country or not. Here lies the main issue of the discussion, and if we wish to form our conclusions upon reason and justice in place of prejudice and interest, we are bound to face it, however difficult or however unpalatable it may seem. If it be admitted that a nation is justified in pursuing the even tenour of its way without any reference to its neighbours, the case, which foreigners wish to make falls to the ground. Upon this supposition, we cannot deny that we are simply intruding in the country in an unwarrantable manner and that the sooner we go about our business the better for our own credit and for the quiet of the world at large. China can then go on as she has gone on for thousands of years, not without grievous faults, not without much that is semi-barbarous, but it must be confessed in fairness also not without some features which demand respect and admiration. She will be justified in saying that her system is good enough for her, and that she cares very little that it should be improved in order to enable her to have intercourse with other nations. This would be simply a logical statement of the solution of this vexed question of foreign relations with China, if the one point upon which the whole argument obviously depends could be made out in the way above suggested. Practically no foreigner believes in the view. On the other hand the larger number of Chinese consider that no other ideas on the subject are worthy of a moment's consideration; and in theory we are compelled to go with the Chinese view to a length which stops very little short of stultifying both our principles and our practice. For purposes of state, the independence of every nation must be and is fully recognised. If one nation were to be allowed to interfere with the internal affairs of another, the possibility of all government would be at an end. "Why, then," the Chinese may reasonably ask, "should we be deprived of the advantage of a principle of action which foreign nations admit to be sound, and which is recognised fully among themselves? Why are outside people to come to our shores and say that they intend to deprive us of that independence of action, which we have been able to enjoy for thousands of years before we knew of the existence of foreign nations, and which it is our only desire to continue to enjoy undisturbed for years to come." The question seems plausible, and at first sight it is difficult to answer; but the truth is it contains a very subtle fallacy. The kind of independence which China claims is very different from that which is recognised between foreign nations. European nations, while they claim independent control over their internal affairs, never go so far as to hold themselves aloof from their neighbours, and to assert that they will have no intercourse with them. On the contrary, every civilized nation recognises it as part of its duty both to itself and to the comity of nations of which it claims to form an integral part, to establish relations with other states, and to take the steps necessary for their maintenance on a friendly and advantageous footing; and while doing this every nation feels called upon to show reasonable courtesy to other states, and so far as she can do so without interfering with her own rights and interest, to receive the subjects and citizens of those states and afford to them the same protection that she feels she is entitled to receive for her own subjects and citizens who resort to other countries. It is this privilege that we claim from China, and not an interference with her internal affairs. No one will say that such a privilege is not a reasonable one to be claimed on our part, or that it is not unreasonable for China to continue to refuse it. If the subject ended here, there would probably be only one opinion with regard to it; but unfortunately it is complicated by another consideration. Though we neither claim nor wish to have anything to do with the internal affairs of China, such is the weakness of the government in the country, that the very advent of foreigners has an effect upon the internal administration such as is not produced in countries which are governed in a manner more in accordance with the requirements of society in the present day. It is true this is not our fault; but yet we cannot feel justified in ignoring the fact, and thus, though we do not claim to interfere with the internal affairs of China in asking her to grant us the same international courtesies which we receive from other countries, still we may hesitate to do what, however reasonable in itself, must have that effect. It is here that there is a clash of principles, and we find the solution of the question to lie, not in stretching either one of them to an extreme, but in endeavouring to discover whether two principles of action, both reasonable in themselves but which from peculiar circumstances are brought into opposition, can be reconciled. Looking at the question in this light, much of its difficulty disappears. What we have to do is not to hold China exempt from the international obligations which are universally recognised in the present day, but to take care, while claiming all that we reasonably may claim on this score, not to do anything which may rudely and unnecessarily interfere with her government, her traditions, or even her superstitions and prejudices. But it is her part in return to endeavour gradually to reform her internal government so that she may hereafter be able to accord the same rights of residence, trade, and protection which are accorded by all other civilized countries, and thus become entitled to enter into the comity of nations by being able to establish those relations with foreign countries and those international courtesies, which in the present day form an essential part of the qualifications which will entitle any people to claim the privileges, or enable them to hold the position, of an independent and responsible nation.

ST. PAUL'S COLLEGE, HONGKONG.

(*Daily Press, August 3rd.*)

May it be asked whether the Bishop of Victoria, who so admirably fills the Apostolic duties, if not of preaching the word to every nation, at least of going to all parts of the world, took into his consideration, when last in Hongkong, the nature of the foundation known as St. Paul's College? That institution seems to be a thorough model of Hongkong institutions generally,—all "outsides." The building is admirable; the mitre over the gate imposing; but where are the scholars which the foundation was designed to support? Can anyone in Hongkong say what was the nature of the original trust on which the College was founded? To the best of our information at present, the object was to secure an advanced English education to Chinese youth, and even to grown men, provided they showed sufficient desire to study. The College was, in fact, intended to be a College; but by some very peculiar circumstances, it gradually came down to be a school, and finally an empty building, or more accurately speaking, a kind of ecclesiastical lodging house. Bishop Smith, who took an earnest interest in the College, had numerous youths educated in a way which in some degree sustained the reputation and credit of the institution,—but it seems that from various circumstances, at the time Bishop Alford had come out, the pupils had come down to be merely a few boys; and these it was considered would be well enough cared for if they were sent to the Government Schools. Whether there are any pupils now, we are not quite certain, but at all events the building is sufficiently cleared of superfluities to become the recognised place of abode of the Bishop (when here) and the Colonial Chaplains for the time being; the presence of these ecclesiastics, and the golden mitre over the portal, being now apparently all that is left to show that the building is a College. How, we ask, does this matter stand? Is this the intention of the founders of the institution? If it is, well and good, but if not, might not some steps be taken to bring it back to the original design?

Altogether, there is a great want of somebody to give a little stirring up to the ecclesiastical matters in the Colony, which have got into a very strange state of confusion. The resignation of the Rev. Mr. Piper, considering the very short time the Bishop stopped here, was to be regretted, as the result is that the present acting Colonial Chaplain has an amount of work thrown upon his shoulders which would be heavy anywhere, and must be almost killing in a climate such as this. Bishop Alford, we understand, on very good authority, has at last expressed his intention of resigning, so that before long we may probably have a new Bishop and a new *régime*. The present is, therefore, a very suitable time for the discussion of these matters; and with regard specially to St. Paul's College, it is to be hoped that some definite information may be forthcoming, before it is too late to bring the institution back to conformity with the intentions of its founders. That a suitable College in Hongkong would be a desirable institution very few can doubt, and it must be a thousand pities if, when one has been established, it should be allowed to slide off from its proper sphere into a name or at best a local habitation.

HONGKONG.

Considerable public attention has been attracted by a case of an unusual character, which is now being investigated at the Police Court, namely, a charge of conspiracy, which was brought at the request of the Attorney-General against Abdool Moossa, Noord Mahomed Osmin, and Shiek Mahomed, Indian traders at this port, on the basis of certain facts which had come to light in connection with the bankruptcy proceedings which have been going on in the Chief Justice Chambers *in re* Abdool Rahman. The charge was in substance that the defendants had conspired together to make it appear to certain Chinese, who had given credit to Abdool Rahman, that they had a claim only against him, whereas it was alleged by the prosecution, the fact was that Abdool Rahman, though trading here as an independent firm, was only a clerk upon a small salary, belonging to the firm of the defendants, who were the agents of Fazel Mahomed Essa & Co., of Bombay, a house of connection and funds; and consequently their clerk Abdool Rahman was also agent of the Bombay firm; the object being to defeat the just claims of the creditors. The matter when brought before Mr. May, the Police Magistrate, on the 25th ultimo, was argued at very great length, the defendants' counsel urging the irregularity of the form of the procedure, which closed the mouths of the three defendants, and which in point of fact acted as an injunction to civil proceedings now pending; and he impressed upon the Court the propriety of the civil cases being concluded, before any such proceedings as these were instituted. The Magistrate decided to postpone the case for a week, and the matter being brought before the Supreme Court, the Chief Justice decided that the civil suits should be held over till the criminal prosecution was concluded. The case is accordingly being now investigated at the Police Court.

Telegraphic communication was successfully established between Hongkong and Saigon by the China Submarine Company's line on the 1st instant.

A sad accident has to be recorded in the death of Mrs. Bastos, a Portuguese lady, from drowning, while bathing on the Kowloon side, through the shifting of a swimming-belt. A Mr. Jesus, Portuguese gentleman, who endeavoured to rescue her, was unfortunately also drowned.

An examination of a portion of the witnesses in a case of collision between the British barque *Lanercost* and the Messageries Maritimes steamer *Volga*, has taken place at the Vice-Admiralty Court. The *Lanercost*, now in Amoy, is to proceed to New York, the Captain staying here to watch the case. The claim is for $12,000.

CANTON.

(*From a Correspondent.*)

Canton, July 25th.

The excitement at Canton, caused by the rumours that poisonous pills and powders were being distributed to the people, is subsiding. This is partly attributable to the action of the authorities, who seemed to become sensible of the fact that energetic measures were required, and also to the arrival of an English gun-vessel, which must have shaken the confidence of the party, if such existed, who hoped that the indignation of the people would at last vent itself in the destruction of the foreign settlement. The temper of the populace was at one time, and may still be, such that a dozen resolute men could have commanded any number of followers in the direction of what they would have considered revenge, and a very small occurrence at the right moment might have been followed by the burning and sacking of Shameen. Within a quarter of a mile of the foreign settlement a man was beaten to death by an infuriated mob, because he was unfortunate enough to be accused of poisoning a well. No attempt was made to test the truth of the accusation. A coincidence of circumstances was against the victim, and that was sufficient. This shows how little the good intentions of the authorities, if they have any, would avail in saving foreign life or property. Before they could stir a finger there would be nothing left to stir it in favour of; they rely too much on their proclamations, which, as a rule, are issued a day or two after the excitement has begun to abate, for want of something new. It is probable that matters

would have been allowed to take their course had not our Consul at Canton called the attention of the officials to what should have been crushed by them in the bud, and possibly a hint from him that he would have to take his own means to ensure safety did more to stir up the Canton Government than any apprehension of the danger which they could not avoid seeing in the distance. We have no Consul at Fatshan, and the Chapel now standing on a mine, is not the property of foreign Missionaries. We are anxiously waiting to see whether the mine will be fired or not.

A correspondent writes under date of 28th ultimo, states that information has been received from Sheklung, a town about 30 miles from Canton, that a Protestant Chapel has been destroyed, and that a Roman Catholic community have been driven out of their village, which was burned and sacked. Many are said to have been killed, but the information is not very reliable. The *Fei-loong* was to go down with several war junks and a native force. The mysterious drugs are said to have been the cause.

The following is a translation of the Proclamation issued by the Magistrates of Nam-hoi and Pon-yü, and the Prefect of Kwong-chow, with regard to the medicines said to be distributed to the people. It is observable that while unlike previous proclamations it does not affirm that these medicines come from foreigners, it at the same time does not deny the assertion, leaving of course the impression that the general rumours were correct:—

Whereas, information has been received at our office that a kind of medicine, said to be able to cure all diseases, is delivered to the inhabitants by the evil disposed within and without the suburb of the city. This medicine, once taken by the inhabitants, male as well as female, their limbs become swollen. And it is further understood that with a view to mislead the public and in order to get up a disturbance, placards containing all sorts of rumors are posted by the evil-disposed coming from the interior. This is a direct violation of the law. Now a female named Leong-ho-sze, and a male by name Kwok-a-yuen were arrested by the police, and from the evidence given by them it appears that this medicine was given to Leong-ho-sze by Low-po-sze at Po-so-lane, and to Kwok-a-yuen by a man enjoying in the name Chun. It is quite clear that this is the evil intention of the evil-disposed to mislead the people, we have ordered the soldiers and police to bring those who are the cause of this trouble to justice. Fearing that people do not know the existence of this order, we therefore issue the proclamation by which you (people of all classes) are informed that you (must take care) not to be duped by the evil-disposed, and you should by all means bring these men to our yamen for punishment, for which you will be rewarded. Should any one have the audacity to receive this medicine and deliver it to other parties, he will also be severely punished, but you should not take medicine when you are in good health, and you should go to doctors in case of sickness. Why do you take this medicine which you know nothing about, and so endanger your lives? In future, you must not listen to foolish rumours, and must bring those men caught in the act of delivering medicine to the inhabitants to justice. So the attempt of the evil disposed (to injure people) will be frustrated. Any death occasioned by taking this medicine is required to be reported to our Yamen, in order that an inquest may be held upon the body of the deceased. But, we repeat, you must not listen to flying rumours, and fall into the trap of the evil disposed. With a view to arrest and punish the wicked in the interest of the good, we therefore issue this proclamation.

(From another Correspondent.)

CANTON, July 27th, 1871.

It is, in truth, most difficult to ascertain the originating cause of the movements which, during the last few days, have caused the inhabitants of this city, and those also of the neighbouring market towns and villages, to experience so much unnecessary uneasiness of mind. It would appear, however, from what I can learn, that the people of this province predict that, during the seventh Chinese lunar month of this year,—that is next month—a fatal epidemic will prevail throughout the length and breadth of the Kwang. The reason why such a prediction has been uttered and received on the part of the people is, so they say, in a great measure owing to the fact that a native of this province, succeeded in obtaining by merit, at the examination recently held at Pekin for the Han-lin, or doctor's degree, the highest literary honour which it is in the power of the central government of the country to confer. On two former occasions only throughout the course of the present dynasty,—a period extending over two hundred and eighty years—has the name of a native of the province of Canton, appeared at the head of this tripos list. And strange to say, as on each of the former occasions to which I refer, troubles of a most serious nature befell the province, they, the Chinese, being of all people upon the face of the earth, the most superstitious, look forward with much trepidation to the near approach of the ensuing lunar month. With a view, therefore, of providing an antidote against the grievous sickness, which the populace assert is to attend upon the month, to which I have alluded, men have either been engaged, or have taken upon themselves the duty to distribute gratuitously, amongst the masses, what are termed "Sen-sin-fan," or genii pills. The literati hating, as they do most cordially, all foreigners, have, I venture to assert, availed themselves of an opportunity so desirable to spread abroad a malicious report to the effect that these men have been employed by foreigners to circulate amongst the people medicines, which have a tendency to cause rather than to counteract diseases, and which ailments, so they add, can only be removed by a reception, on the part of invalids, of the Christian faith. The quickness with which this report has everywhere spread, is, indeed, amazing, and it is at the same time equally surprising that it should have taken possession, not only of the minds of "the great unwashed," but those also of the governing classes. The results which have followed upon this report—the fruit of the lips of vicious liars—are of a fatal and, therefore, melancholy nature. As for example, on Thursday last, a woman, named Cheng-chang-shee, was in the Pak-see-kew street of the eastern suburb of this city, seized on suspicion of being a vendor of these genii pills, and, having been severely stoned by an infuriated mob, she was dragged, more dead than alive, to the Yamun of the Pun-yu Magistrate. In the course of an examination of this woman, which was conducted in person by the official, whom I have already named, she in consequence of further punishment, too freely and most unjustly administered, fell to the earth, and died in the very presence of her judge. Again, on the day following, Friday last, a man named Leong Afook, whilst passing through the Hu-kow-poo street of the western suburb of this city, was seen to approach a well of spring water. Being at once suspected of having thrown into the well in question, genii powders, he was immediately seized, and by a maddened populace beaten to death. Of this man, a native of Poon-tong, it is now asserted that he was altogether innocent of the charge, which was so rashly preferred against him. But again, on Saturday last, a man named Kwok Ayune, a florist by trade, was after two days incarceration, decapitated under the Viceroy's warrant, on the common execution ground of this city. When this poor man was being pinioned, prior to his removal from the Nambol Yamen, he cried most bitterly, and as the solemn procession, which together with the prisoner, consisted of several officials and a strong guard of soldiers, directed its course through the streets towards the execution ground, he ceased not to sob aloud. At frequent intervals, also, throughout the line of march, he exclaimed: "Yane-Wong! Yune-Wong!" or, in other words: "I am innocent! I am innocent!" I verily believe that for no other purpose than to appease the people, this man was offered as a sacrifice by the timid Viceroy. There are other persons, at present in custody, awaiting their trials on similar charges, and the probabilities are that they, too, will be called upon to expiate their supposed offences by being made to suffer an ignominious death.

With a view of calming the minds of the people, the Viceroy, who is in a state of alarm, has issued a proclamation of a most cringing nature. Instead of telling his subjects, as he ought to have done, that if they dared to violate the law he would visit them with very severe penalties, he has assured them that he stands to them "in loco parentis," and that as an indulgent father, he is prepared to do for the public good what they may feel disposed to suggest. He, also, for the purpose, I suppose of affording them proof of his sincerity, calls their attention to the fact that under his warrant Kwok-Aynne was on Saturday last decapitated, and that Cheng-chang-shee, in consequence of the severe punishments which she had received for her misdeeds, had died before the judgment seat of the Pun-yu magistrate.

There can be no doubt that the arrival of H.M.S. *Thistle* has already had a most excellent effect upon the minds of the cowardly rabble. Their desire for a riot is evidently not so great as it was a day or two ago.

(From the same.)

CANTON, 1st August, 1871.

In continuation of my communication, I beg to observe that, on Sunday morning last, the 30th ultimo, a man and his wife, who were respectively named Yeep afook, and Yeep-loushee, were, under the warrant of the Viceroy, beheaded, on the charge of having been vendors of genii pills and powders. They were apprehended at Kow-tong-sze, a village in the vicinity of Whampoa.

On the morning of the same day, his Excellency the Viceroy sent to Fatshan five hundred soldiers, with a view of strengthening the garrison of that now disturbed town. Together with this force, two prisoners, who were respectively named Yam-ang-ngan-hing and See-nam-moon, were forwarded to the market town in question, where on their arrival they suffered at the hands of the public executioner the extreme penalty of the law. The charge preferred against these men was that of having endeavoured to incite an unruly mob to raze to the ground the missionary chapel, which a few weeks ago was rebuilt at the expense of several native Christians. For the apprehension of their accomplice in crime—a man named Soo-akoon—the Viceroy has offered a reward of one thousand dollars.

His Excellency has further issued another proclamation to the people, in which he assures them that with the movement which now disturbs the public peace, foreigners have nothing whatever to do.

This, indeed, is satisfactory. It is still, however, very much to be regretted that he does not direct his anathemas against the literati and gentry, who are, as I observed in my communication of yesterday, the fruitful source of all our troubles. The poor wretches who have been decapitated were, in my humble opinion, merely instruments in the hands of these base schemers. The lower orders of China are really not at heart inimical to foreigners, and when they manifest any displeasure towards us, they are prompted to do so by those who are in the upper walks of life.

SHANGHAI.

The Chamber of Commerce having addressed a despatch to the Consular body concerning the attempt made by the Commissioner of Customs to alter the form of application for transit passes, a joint despatch was sent by the Consuls to the Taoutai, pointing out that the levy of duties in excess of those stipulated for as transit dues by treaty on foreign goods in native hands was contrary to treaty, and requesting that the present attempt should be abandoned. The Taoutai at first refused compliance with the request, but subsequently seems to have thought better of the matter, and has sent a despatch to the Consuls in which while maintaining that his propositions as to transit passes were not innovations, he consents to abandon them, as the various Consuls are not satisfied. The matter, however, is to be referred to Pekin for settlement.

CHEFOO.

(N. C. Daily News.)

We learn with much satisfaction from this port that H. M. S. *Ringdove*, with Mr. Mayers, H. M.'s Acting Consul, on board, returned from Corea on the afternoon of the 12th ulto., bringing back the British subjects Starick and Campbell, together with eleven Chinese, who were surrendered by the Corean authorities on Sunday, the 9th ultimo, without the use of force. The prisoners had been well treated, under the charge of a high native official, by whom they were given up to Commander Macquay and Mr. Mayers. Information obtained by these officers and Lieutenant Hassenpflug of the German corvette "*Hertha*," who accompanied the expedition, leaves little doubt that the third European, Brinckmann, must have met with foul play on board the junk, as he did not land in Corea. The *Ringdove* visited the port of Li Tau, on the south coast of the Shantung promontory, on her return voyage, where the junk is detained, for the purpose of making inquiries there, and further investigations will of course be made. The *Ringdove* also brought back some of the material saved from the wreck of the *Chusan*, and we understand that the expedition has been altogether a most interesting one.

TIENTSIN.

(North China Daily News.)

We have had rainy muggy weather now for over three weeks, and everything indoors is in a horrible condition; clothes and bedding damp and mouldy, writing paper like blotting paper, doors and windows refuse to close, boxes and presses when opened will not again lock; a ham which had only made one appearance on the table, on being called for appeared like an unfledged rook; thermometer this morning, 5 a.m., stood at 87 degrees Fahrenheit; every one perspiring day and night—in short everything wrong, and everyone wretchedly uncomfortable. The road, if it can properly bear that name, up to town, knee deep of mud, and all the adjoining plain to the British settlement covered with water. A great number of the poor people's houses, built of sun-dried bricks, in town and in the suburbs, have tumbled down by the heavy rains. Last Sunday it rained, thundered, and lightened for over seven hours continuously. Country people I have spoken to, say the rains have spoilt the millet crops; but from my inspection, I think if we have, from now on, dry weather, they will have received no injury. I have not seen any carts going towards or coming from Taku lately, so judge the road is impassable. The water in the river is very high; and, if we were unfortunate enough to have a blow from the East, I should not be the least surprised to see the water rise over the British Settlement bund into the houses.

The Russian Consul-General, Mr. de Skattschkoff, left here for Hankow by the steamer *Shantung*, last trip. It would appear that the Russian Government, seeing the importance of Hankow owing to steamers loading teas there for Russia, have determined to place a consular officer there of the rank of Consul-General—hence the removal of Mr. de Skattschkoff. Owing to steamers loading at Hankow for Odessa via the Suez Canal, the quantity of teas now to come via Tientsin have been greatly reduced, and a Vice-Consul has been considered a sufficiently high official to attend to the requirements of the Russian merchants here. All those Tientsin residents who had the pleasure of knowing Mr. de Skattschkoff much regretted his departure.

The arrival of the Japanese Ambassador at Tientsin has been expected for some time past, as it was understood last year that his Excellency would appear here in the spring of 1871. There is a rumour current at present that Muou-chang-hsi and Ching-lin will come down from Peking to aid in making the Japanese treaty. I have, however, hitherto understood that the Viceroy, Li-hung-chang, and the Taotai, Yeng-poo, had been deputed for the purpose. It is said to have been settled that the Viceroy shall build a Yamun at a place some 10 *li* north from the North City Gate. The late wet weather has of course been unfavourable for the erection of new buildings, as the foundations cannot be sunk, from the ground being saturated with water. Owing to the excessive buildings going on at the Arsenal, and the bricks required for the Viceroy's Yamun, bricks have risen to double the price of former years.

The Russian gunboat *Gornostay* has swung round preparatory to leaving this port for Newchwang. Our naval protection will, after her departure, consist of the two formidable men-of-war—the French gunboat *Scorpion* and the British gunboat *Leven*.

The four Tientsin men who were arrested some months back, as being connected with the murder of the Russian residents last year, have just been set at liberty. We understand that this step has been taken at the instance of the Russian Government, after due consideration of the events of that time.

* * * *

21st July, 1871.

YOKOHAMA.

Dates from the above port are to the 22nd ulto. The following items are taken from the Japan *Gazette*:—

The country, as far as we can judge, is at peace, and fears of disturbances are for the present dispelled. The villagers are busy gathering in their crops, which this year have yielded an abundant harvest, and everywhere the people begin to acknowledge, that with all its faults, the present Government, has their well being at heart. Immense improvements are being made in Yedo. The canals are being widened and deepened. Large godowns are building on the canal side, as depots for Military and Naval stores. Sites have been chosen for the construction of commodious Barracks, for the accommodation of National soldiers, and a new Palace is to be built for the Mikado. The several sections of the Railway works are progressing rapidly, and the first bridge of any pretension on the line between Yokohama and Yedo, has just been completed. It is asserted that traffic between this and the capital will be open by the end of the year, but we hardly think this possible.

The event that was most in the mind of our readers at the departure of our last mail issue, was the attempt made by Japanese on the life of Mr. King, a British subject, engaged as a schoolmaster at Nee-e-gata. While going to press with the Summary, we received the intelligence that his wounds had proved fatal, and we announced his death accordingly, but we are glad to be able to contradict the report. Mr. King, from latest accounts, was under the care of Dr. Wheeler, of the British Legation, and was in a fair way towards recovery.

Mr. Consul Robertson returned on the 17th ultimo, from his trip into the Silk districts of the province of Joshiu, in company with Messrs. Jaquemot, Strachan and Walter. The silk crop this year is reported to exceed by 50 to 100 per cent. that of last season. The recent recommendations with regard to the reeling of the silk, appears to have met with general satisfaction among the producers, the territorial chiefs having strongly recommended them to their particular attention.

Mr. Otto Seyd, who our readers will remember left Yokohama during the early part of June, was arrested at Singapore, and brought back in the Mail Steamer.

H. M.'s Transport *Adventure* arrived here on the 15th ultimo with 300 Royal Marines for Yokohama, and H. M.'s 10th Regiment have received information that the *Tamar* may be expected at any hour, and it is to hold itself in readiness for immediate departure in her for Hongkong and Singapore.

The *Japan Mail* has the following:—

We recently announced that Russia had taken entire possession of the Island of Saghalien, refusing any joint occupation of it with the Japanese. The act is unscrupulous and unjustifiable, but the resources of the island will be more quickly developed by Russia than by the Yedo Government. Compensation will, however, have to be paid to the Japanese for the portion of territory of which they have been dispossessed, and as it contains valuable coal mines, it is to be hoped they will be liberal. Except for these mineral resources, it is impossible to look upon the island as of any great value to Japan, though it is equally impossible to regard the action of Russia without reprehension. As will be observed, a Commissioner has been sent northward to negotiate upon the whole matter.

Some time back the attention of the Japanese was called by the British Minister to their system of prison discipline, and to the cruel miseries it imposed upon the prisoners, miseries so great that a very large proportion sank under them. The Government requested information on the subject, and asked Sir Harry Parkes if he could assist them in obtaining some experience of our own system. He referred them to Hongkong and Singapore, and at their request promised them the assistance of one of the officers of the Legation, should they decide on making an inspection of the jails there. The Government appointed the Deputy Governor of Yedo prison and two other officers attached to that branch of the civil service to make the investigation, and, accompanied by Mr. Hall of the Legation, they would start on the 20th ulto. for Hongkong, and proceed from thence to Singapore. It is to be hoped that a thorough reform of the prison system of the country will ensue from these measures.

THE COREA.

The *N. C. Daily News* Chefoo correspondent, writing under date of 13th July, sends the following:—

The *Ringdove* returned yesterday from the Sir James Hall group, off the west central coast of Corea. The prompt action of H.M. Consul in the rescue of British subjects seized by Coreans has been crowned with perfect success, and the English flag has won a new prestige. Mr. Mayers brought back with him Mr. Starich and Mr. Campbell, and a considerable amount of property saved from the wreck. Upon landing, they were told these two foreigners would be produced from ten miles in the interior, where they were; and at last some forty bullock waggons were seen coming over the hill, loaded with property saved from the wreck. The English party were requested to take what they wanted, for the Coreans would burn the rest; and what they thought not worth while to bring away was accordingly burned, before their eyes, upon the shore.

The wreck had already been burned, by order of the Government at the capital, so far as they knew how to burn her. Their two prisoners, Messrs. Campbell and Starich were allowed three meals of rice, &c., per day, and, though restrained in liberty, not otherwise harshly treated. They learned that a foreign vessel had arrived, and that they would be given up the day the *Ringdove* anchored. It seems quite possible that Consul Mayers' promptness led to the rescue of his countrymen before orders had been received from Seoul concerning their fate. It is four days journey to Seoul and back, and Mr. Mayers having reached the scene about four days after the first seizure was effected, renders this a probable surmise. It is unfair to no one to say that like despatch and consequent success has rarely been seen in China, and we hope that Mr. Mayers and all concerned may get some small fraction of the credit they deserve. The fate of the third European, a German subject, is uncertain. It seems rather probable that either he was killed by Coreans while still aboard the Chinese junk, or that his own Chinese crew made away with him while he was trying to prevent their running away from Corea. This is a matter into which rigid enquiry should be made. It is to be hoped that inquiry will now be directed to the fate of several British subjects of whom no certain intelligence has been received since the sailing of the *General Sherman* for Corea, in August, 1866. Stories were circulated not long ago that Mr. Thomas was still detained alive; and the good success of the recent effort should cause a fresh attempt to be directed to his rescue if still alive, or to inquire into the circumstances of his death, if he met, as has been feared, a violent death. Such intelligence can with propriety be demanded of the Corean Central Government; and any one of twenty of the British light draft gunboats in Chinese waters is in every way fit to enter the Ping-yang river, to the spot where she met her fate, and inquire, by word of mouth from the peasantry on the immediate scene of the outrage, into the circumstances of her passengers' destruction. The burning of the wreck of the *Chusan* by the orders of the Corean Government only further exhibits the extreme exclusion decreed by the Government, and the question again raises whether western nations have any rights of property in their stranded merchant ships which may be blown on the Corean coast. Corea is now the only coast where stranded English ships are without effectual resources. We hope the favorable weather may be improved to look up the fate of the British subjects of the *General Sherman*, while the visit of the *Ringdove* is still in the mind of the Coreans, and while the temperate conduct of the Coreans in this last case still holds.

The report that the *Hertha* is to leave to look up the wreck of the *N.-G. Volador*, just lost upon the Corean coast, is as yet, we believe, without foundation, other than the well known spirit of her officers. We may, however, confidently expect that she will go, though only reasoning from what we know of Prussian spirit. The *Ringdove's* late expedition, indeed, renders the Prussian one a matter of course; and now the *Ringdove* has shown how property can be salved, by her success in the case of the *Chusan*, the case of the *Volador* will surely not be disregarded. But promptness in such a case is everything.

The *Courier* contains the following interesting despatches from the Corean Authorities:—

COREAN REPLY TO ENQUIRIES OF THE U.S.S. "WACHUSETTS."

The Intendant of circuit in the Hwing Hae district, Corea, and *ex officio* Inspector of the Imperial Board of Directors, makes the following reply to the commander of the steamer *Wachusetts*, anchored on our coast, off the district of Chang-Yuen, viz.:—That he has examined the captain's letter of the 18th inst., forwarding a communication which you simply wish to be transmitted to my Sovereign, and proposing to wait the reply of the Minister of the frontier. The local magistrate of the said place was in duty bound to have informed you that the road going and returning would be quite long, and to have treated you with kindness and sincerity, so detaining your honoured vessel for a reply. Now, however, before the arrival of the reply, the guest from afar has already departed;—so doing, how grievously have we offended the rules of propriety? Aside from the fact that the local magistrate has received a demerit mark, I have prepared a dispatch in reply, to be kept in readiness in case your honoured vessel should return.

And first, I beg to state in general, as regards the circumstances of this affair, that the legal regulations of our country with reference to the merchant ships of a foreign country driven hither by adverse winds, are, that in case the vessel is sound, we are to furnish provisions and whatever she needs whilst waiting for a wind to depart. In case the vessel is not sound, and there is no means of proceeding by sea, then we are to follow their wish in sending an officer to escort them by land to Pekin, which thing has occurred heretofore, not merely once. Such a course we look upon as in accordance with true benevolence. He who is in heaven above, regards the people of neighbouring nations just as he does our own. Your worthy communication which I have just received, is so exceedingly complimentary as to make us feel quite ashamed.

With reference to the affair which transpired last autumn in the Ping-Yang river, I would state that at that time there was a foreign vessel entered the lower waters of the Ping-Yang river, and the local magistrate of that place supposing that the vessel was driven hither by stress of weather, and coming in to seek a vessel to tranship to, proceeded to make enquiry into the matter. But the men on board of the vessel became greatly enraged at the messenger, and refused to make any reply, shutting their eyes and lying down at their ease, clearly intending to offer insult. Our people restrained their anger, and by the most humble address and earnest entreaty found out that they were not driven here by storms. There was one man named Tsuy, calling himself a Frenchman, and another said to be an Englishman. They said that a large number of French men of war were about to come to this place, and that if the local magistrate would suffer them to open trade with the people it would secure the dispersion of the soldiers of the two countries.

The local magistrate replied that permission to trade was not a thing which a local magistrate could assume to promise. The man Tsuy, however, refused to regard it, becoming more and more unreasonable and violent. The water in the Ping-Yang river is shallow and unfit for running large vessels; but he disregarded this, and every day riding on the tide, went up a few miles further. Our people were specially anxious that the affair should not become serious, and so presented them with rice, meat, vegetables, fruit, fuel, &c., he, viz., the man Tsuy, replied that he would leave the next day, but when the next day came, instead of leaving, they advanced again, evidently intending gradually to push their way to the provincial city. The Adjutant General of the provincial city went out in a vessel every day, and escorted them in order to guard against trouble from a collision between these people and ours. One day he threw out grappling irons and captured the vessel of the Adjutant General, seizing him with his official seal and confining him on board this vessel. In some cases the trading vessels they met passing to and fro, they rent to pieces with their cannon, carrying off the goods, and killing the crew. I do not know to the extent of how many. Far and near all were exceedingly alarmed and fled in continuous streams. How extreme was the disgrace of the Adjutant General thus to be seized before hostilities had begun; nevertheless we still resorted only to mild words and earnest entreaty, requesting that the Adjutant General should be given up, but the reply was, wait till we enter the city, and we will restore him. This man Tsuy could speak Chinese, and was without a match in fierceness and haughtiness, and seemed determined to force his way into the Provincial city, though we did not know what his intentions were. The whole city, including several ten thousands of soldiers and people yielding to their indignant rage, came out in a mass to the river, and commenced an attack with all their might, intending to rescue the Adjutant General. Several tens of people were killed by the cannon balls, when all becoming infuriated rushed on in a mass, the force of which was irresistible; fire was opened on both sides, and masses of burning wood were sent forth. Finally the powder stored in the said vessel exploded, rending it to pieces and sending the black smoke up to the heavens, the vessel was entirely burnt up, and the men all killed. We do not still know whether this vessel belonged to your honorable country or not. This man Tsuy without cause pushed his way into the interior of another country, and provoked this affair; and examination has to this time failed to discover the object in acting thus.

It appears from your honorable communication that the vessel of our guest is of a different nationality from that claimed by this man Tsuy. The beginning and end of this affair amount simply to this. That your honored country's customs greatly tend to produce propriety in intercourse with others as well as to our illustrious neighbour China. As to what is said in your honored communications about continuing former relations of friendship without any occasion of mutual injury (I will simply say that this affair) is but as a particle of autumn dust, not worthy to be entertained as a matter of doubt and solicitude. I now respectfully present this reply asking you to make all necessary allowances and for this purpose this reply is made.

A necessary reply addressed to the American Commander, Fifth year of the Emperor Tung-che, 12th month day.

THE COREAN GOVERNMENT TO THE BOARD OF RITES, PEKING; 1868.

A copy of a communication from the Corean Government in reply to a despatch sent from the Board of Rites at Pekin.

We beg to forward this humble reply to your Honourable Board.

During the month of April, 1868, the despatch of your Hon. Board was received, relating to the case in adjudication between host and guest; stating that a report of the Foreign Office had been received, which said that on the 11th of February, 1868, they had presented a memorial to His Majesty to such and such effect. Since, therefore, we have received this (viz.: the recommendations of the Foreign Office, in the memorial to the Emperor, and approved by him,) we beg humbly to submit that as to the matter of the foreign vessel, which by rash violence brought on its own destruction in our bounds in the Ping-Yang River, it has already in the dispatch dated the (5th) fifth year of the Emperor Tung Chi, 8th Moon, 22nd day, (Sept. 30, 1866,) been fully stated from first to last, so that it is unnecessary now to repeat. Afterwards in the fifth year of the Emperor Tung Che, 12th Moon, 1st January, 1871, (? 1867,) a report was made by Poo-Ching-Hung, Intendant of the province of Hwang-Hae, submitting a representation prepared by Han-Che-Yung, the district Magistrate of Chang-Yuen, in which it was stated that a strange vessel came and anchored off this district, at a place called Mow-Tung-Poo, and that two men called themselves Tung-Chow men, one named Yu-Wun-Tai, and the other Tsuing-Yuin-Shing, came on shore with a communication from the American Naval officer, (Captain Shufeldt), to the frontier officer of the Corean Government, and calling to him, one of the natives of the place, called Hin-Ta-Ching, put this dispatch in his hands to be carried to a magistrate. This communication was as follows:—

"The Commander of the *Wachusetts*, now anchored off your shores, does not come to disturb the people, or begin hostilities, but in all sincerity, because of the intelligence brought of one of our merchant vessels, viz.: that during the summer of this year while passing along the coast of your country, she was wrecked on the rocks; and the officers and crew were most fortunate in being rescued by your countrymen, and escorted safely within the bounds of China, and so all returned in safety to their homes. Our countrymen on hearing this were unanimous in their expressions of pleasure at the good will and favour shown by your countrymen. I have recently received information that another of our merchant vessels during the autumn of the present year, anchored in the Ping Yang River, also called Tai-Ping River, and I have heard a report that the said vessel was burnt by the people of your country, and that all on board, the owner and crew being Americans and the passengers of other nationalities, were put to death, so that to this time not one has returned. I have had the honor to be appointed by the Admiral representing our government in these seas to make careful examination whether these things are so or not. If true, or if false, or if this merchant vessel of ours has been guilty of raising a disturbance within your borders, in consequence of which a quarrel arose, and they lost their lives, or if some have survived. I earnestly request your government speedily to make investigation and give a reply; and further, the survivors if still alive, please oblige me by placing on board this vessel, if not (alive), then I earnestly hope that hereafter, as heretofore, the countries may be at peace without any occasion of violence, &c."

On the receipt of this dispatch we first became aware that the vessel which provoked a mob in the Ping-Yang River was an American ship.

This communication should have been answered, but the local magistrate of the said place could not detain the vessel, but occasioned its departure, which error was not small. Orders have already been given, reprimanding him, and Poo-Ching-Hing, the Provincial Governor, has been enjoined to prepare and keep on hand a reply that it may be in readiness in case the American vessel should return again to make inquiries. Again, in the report made by the American Consul, included in the memorial of the foreign office, the statement that a certain Chinese pilot, Yu-Wun-Tai, had returned, is undoubtedly made of the man who was with the vessel that came to Chang Yuen-Hien,—the statement that he had been in Corea clearly refers to the time he came to Chang Yuen; and as to the statement that he then met with a Corean merchant named Kiu-Tsz-Ping, we do not know to what individual he refers. As to this Kiu-Tsz-Ping saying that he saw two foreigners, and two Chinese in prison in the Pe-Yang province, the assertion is a falsehood, without proof, and without reason; moreover he speaks of the Pe-Yang province, which must be a mistake for Ping-Yang. At the time the explosion of the powder rent the vessel to pieces, both men and vessel were all destroyed, how then could these four men make their escape; not only so, but of what use would it be to us to keep such men in prison? As to the communication of the English Minister, stating that after the war ships of the French came to wage war, an English merchant vessel came to Corea for the purpose of trade, and was destroyed by the Coreans and the men all killed, &c., it is still more unworthy of belief (or consideration). Since the 9th month of the 5th Year of the Emperor Tung Chee, (Oct. 1866) when the French came to the district of Kyang Hua, to make war, not a single vessel, either French or English, either for a good purpose or an evil purpose, has come near us. In the first place no vessel came, how then could it be destroyed? The men never were here, how then could they be all killed? And if this affair had taken place, could we have done otherwise than immediately report the circumstances to your Honorable Board? That these manufactured lies and flying rumours, without even waiting for a clear representation may be known to proceed from some villainous fellow delighting in evil, whose purpose was to stir up a quarrel and excite confusion, may be taken for granted. Since this man Kiu-Tsz-Ping is a Corean, it is therefore for us to spy him out from amongst the heterogeneous multitude of our people and arrest him.—And Yu-Wun-Tai being a Tung Chow man, it ought in reason, to be investigated to the bottom, in what year and month he came to Corea, and where he met Kiu-Tsz-Ping, and so cause his assertions to fall to the ground, quickly dispelling the doubt of the foreigners and forever cutting off this occasion of enmity, and even this would probably not be the end of it for him.

The fact that the two masted foreign vessel lost in the Ping Yang River (the *General Sherman*) did without cause by its outrageous conduct procure its own destruction and that our people did not injustifiably injure the strangers, the American officers should not longer be left without the clearest information, so causing each one to hurl or suspicions. The reply prepared by Poo-Ching-Hwuy, the Intendant and General Inspector of the Hwang Hae district, and held in readiness for the American Captain, we do now herewith forward. In case this should be made known—(*i.e.* to the American Officials) it ought to be somewhere near clearly known who had the right and the wrong of this affair.

As to men shipwrecked and in distress, our country has its established custom of rescuing and forwarding them, so that if there were any spending their lives in pitiful exile, why should we detain them in such solitary confinement? That there are no such supposed two Chinese and two foreigners may be made clearly to appear, and still more as no English vessel had been destroyed here, so it is useless to discuss that matter further. We beg to trouble your respected body with a request to communicate this affair to His Imperial Majesty, and specially presenting our most importunate entreaty, that his Majesty will grant a public proclamation, setting forth his mandates for the dissolving of suspicions and doubts, that there may not again be a wilful seeking of difficulty, and that we may never be without the protection of His Majesty's illustrious grace.

On account of the above, a reply is sent abroad.

(No Signature.)

HONGKONG HOTEL MEETING.

An Extraordinary General Meeting of Shareholders in the Hotel was held on the 24th ulto., for the purpose of confirming the resolution passed at the preceding Meeting. The election of Messrs. Cohen and R. S. Walker, as directors, was confirmed, this being the business before the Meeting.

The Ordinary Half-yearly Meeting was then held. Present: Messrs. E. R. Belilios (in the chair), Landstein, Vaucher, Conghtrie, Foss, Baker, Hitchcock, Cohen, Arthur, Barnes, and R. Sharp.

The Report submitted to the meeting was as follows:—

REPORT.

In accordance with section 53 of the Articles of Association, the directors have again to submit to you their half-yearly report, with statement of assets and liabilities, and extract of profit and loss account for the past six months, showing a balance of profit, for the period under review, of $6,874.36, from which they propose to deduct the balance of profit and loss, old account, amounting to $2,472.89; thus extinguishing the old loss of the Company, which by reference to the report of 1st December, 1868, you will find then amounted to $25,065.97; and showing in its stead a net profit of $4,401.47 which they suggest should be carried forward to the present half-year.

LOAN ACCOUNT.

The debt of the Company has again been sensibly diminished, and it is with satisfaction that the Directors are enabled to report that they have been successful in obtaining the loan of $90,000 from a local Company, on considerably more favourable terms than hitherto paid.

HOTEL BUILDING.

The existing lease will expire on the 31st August next, and the Board are at the present time in communication with several influential natives on the subject of re-letting the entire building.

Negociations are still pending, and though they are not yet sufficiently advanced to permit the Directors to announce anything as definitely settled, they may with confidence indulge in the hope that the arrangements, which they trust shortly to conclude, will be, in every sense satisfactory to the proprietors, while due regard will be had to the requirements and convenience of the public.

MARINE HOUSE.

In several of their previous Reports the Directors have adverted to the advantage which would accrue to the Company by the sale of this building, and it is with great satisfaction they have to announce that they have been able to dispose of this portion of the property at a sum of $32,000. By this sale the Directors calculate they have effected a saving of $120 per mensem, as, taking the value of the house at the price at which it sold, it represented an outlay of $370 for interest, and fire insurance premium per month, against a rental of $250, making a total saving for the unexpired term of the then existing lease of about $6,000.

DIRECTORS.

According to Section 82 of the Articles of Association, two of the directors, Messrs. E. R. Belilios and W. R. Landstein, retire, but are eligible for re-election.

AUDITORS.

Messrs. H. Foss and H. C. Erdmann, the retiring auditors, offer themselves for re-election, and are recommended by the board accordingly,

ED. BAKER,
Secretary.

The CHAIRMAN, in moving the adoption of the Report and Accounts, congratulated the shareholders on the success which had attended the labours of the directors, and on the progress made during the six months. The finances of the company were not in so unfavorable a position as would appear from the quotation of their shares on the market. They had made profit of $6,874, which on the paid-up capital amounted to $8, or 57 per cent. per annum. The investor would thus make 17 per cent, and therefore the shares were cheaper than their intrinsic worth.

Mr. ARTHUR suggested that the Chairman should leave the public to find out that for themselves.

The CHAIRMAN proceeded to say that the debt of the Company was now $93,000, that they hoped to pay off the odd $3,000 by the end of the year, and that then perhaps they might declare a dividend. Marine House had been sold for three reasons; first, that it was useless as a part of the Hotel property, second, that experience had shown the requirements of the Colony to be well satisfied with the accommodation in the Hotel itself, and that their funds would not admit of their losing something like $6,000 to the end of the lease; and, third, that the Directors were convinced that they could get the balance of their loan at a cheaper rate of interest after the disposal of the building in question. They had tried not to dismember the property of the shareholders, but it was impossible to get the money otherwise, and they had in fact managed to get it since the sale at a less rate of interest. They had previously paid 12 per cent, now they were paying only 10 and a year, hence they would pay only 8. He would now move the adoption of the Report and Accounts.

The motion was seconded by Mr. Arthur, and carried unanimously.

Mr. BARNES enquired how far the negotiations as to the re-lease of the Hotel had proceeded, and whether by the new arrangement the Board expected to get as much as before.

The Chairman said he thought they would obtain the same rent. He knew of nothing to the contrary, and there were several applicants.

Mr. Barnes further asked whether the Hotel would not require repairs shortly.

The SECRETARY said he had received an estimate from a man who offered to do all the repairs at all necessary for $271. There would be a further sum of $200 or $300 for incidental expenses, such as blinds, &c. All damage done to the knives and forks and wine glasses, (&c. &c.,) would be made good by the lessee, as there was a clause in every lease to that effect.

Mr. FOSS then proposed the re-election of Messrs. Belilios and Landstein. This was seconded by Mr. Vaucher, and carried unanimously.

The retiring auditors, Messrs. Foss and Erdmann, were also re-elected, on the motion of Mr. Baker, seconded by Mr. Sharp.

Mr. HITCHCOCK proposed a vote of thanks to the Chairman and Directors, which was carried.

The meeting then terminated.

HONGKONG VICE-ADMIRALTY COURT.

July 28th and 29th.

BEFORE THE HON. CHIEF-JUSTICE SMALE.

Assessors: Capt. Youel, R.N., and Captain Bax, R.N.

The Lanercost v. the Volga.

Mr. Hayllar for the *Lanercost*, the Queen's Advocate for the *Volga*.

Mr. Hayllar proposed to examine only the witnesses who must go to New York by the *Lanercost*, which was under charter from Amoy for that port, laden with Teas. He would not examine the Captain, the principal witness, until his learned friend was fully instructed. Another master would be put into the ship to take her to New York. As the claim was only put at $12,000 all the witnesses could not be kept here.

Robert Heatherington, sworn: I am chief officer of the *Lanercost*, and was so on the 11th July. I have a first mate's certificate. I came from England in the *Lanercost*, which is barque-rigged and of 858 tons register. She is English, wooden-built, a little over 5 years old, built at Harrington, Cumberland. We proceeded from Hongkong to Amoy in ballast to take up a charter. We left on the night of the 8th July, and proceeded safely till the evening of the 11th. On that evening we were a little North of the Lammock Islands. The crew of the *Lanercost* is 13 all told. They are all Europeans except two, the cook and steward, who are both Chinese. At 8 p.m. on the 11th, I relieved the second officer on watch. We had a look-out. His name is Peter, a Dutchman. The sail maker was at the wheel. There is a little poop about one foot high. The weather was a little cloudy, no moon, stars shining occasionally. The wind was light and variable from S.W. to W. There was a little swell from S.E., otherwise smooth. There was no land visible. We were sailing well free N.E. ½ N. at between 5½ and 6 knots. Everything was set and sailing the true course. There were five men on deck altogether. The bulwarks are 4 feet high except on the poop, where they are 3 feet. The vessel is 125 feet long. When I came on deck our lights were burning brightly. They were fixed aft. The lookout called out, "A bright light and a green light on the port bow." I was then standing on the poop. I went forward on the top-gallant forecastle. I had a long day and night glass with me, and I saw a steamer's bright light and green light about ½ a point or a little more on the port bow, and between 2 and 3 miles off. I remained watching it, continuing on the same course. The first appearance of the light was about 8.30. I kept my own course and the steamer hers, until we were approaching too close. I still saw the mast-head and green light, and I now saw her hull without the aid of glasses. I then gave orders to starboard the helm so as to show the steamer the same light that she was showing, *i.e.*, green to green; I brought the ship up two points, so that they could have seen our green light easily on their starboard side. It occupied about two minutes, and I still saw their green light. I then went aft to the poop, and continued to watch the vessel. She was now about 4 points on our starboard bow. I told the man at the wheel to steady his helm, thinking the steamer was sufficiently clear for me to resume my true course. We did resume the true course, and I then saw the steamer opening his red light. I called the captain as soon as I saw the red light. The captain came up in a second, and the second officer came up with him. The captain had been sick for two or three days, and therefore I did not call him before. The captain put his helm a starboard again. The effect of this would be to lessen the shock of collision. At the same time, the yards were braced to keep the ship full, and keep way on her. I was ordered by the captain to clear away the pinnace on the port side, and I went about this. I then saw the steamer come up and strike us in the fore-channels. It was a pretty severe blow. I did not notice whether the steamer's engines were stopped, or reversed, or otherwise. She was going faster than we were. After the collision she came alongside. Her cat head and anchors caught our fore-rigging; the steamer being a great deal higher than our vessel. The steamer then backed astern and carried away our foremast, jib-boom, main-top sail, and top-gallant-sail. The starboard boat was smashed, bulwarks and stanchions broken, &c. We remained in collision three, four, or five minutes, and after this the steamer sent a boat alongside. We found out the steamer's name, the *Volga*, Captain Boubée. Some officers came on board. The steamer remained by us till 3 a.m., and then offered to tow us to Hongkong. We agreed to take the offer as soon as we could clear away the wreck. We finished clearing at 5 a.m., but the steamer had left us at 3. We went to Amoy, our port of destination. We were not far off—between 80 and 90 miles. I could not have done anything to prevent a collision beyond what I did. Our lights are according to regulation; visible two points abaft the beam. When I saw the three lights the steamer was about abeam. Subsequently she was a couple of points abaft the beam.

Cross-examined:—This is my first voyage as chief mate. I have been four years with Capt. Eaton. I was in a collision once, before when I was an apprentice going up the Channel. My orders were, on a steamer being signalled at night, to call the captain. He did not tell me not to call him that night. I starboarded in order to prevent a collision. Seeing a bright light and green light ahead showed that the steamer was crossing my bows. I am quite prepared to swear I did not see the red light. She could not have crossed, because she was coming "at angles." When I saw the hull of the steamer before starboarding she was 500 or 600 yards off. Our lights are a little abaft the mizen rigging. The *Lanercost* is not very fast, she sails at ordinary speed. There was no great breeze. I swear we were not going faster than 5½ to 6 knots. I can't say that the steamer was not steaming backward, at the time of collision. I did not hear engine or screw going. The look-out called out the bright light and green light both at the same time.

Re-examined: I considered that if we had both continued on our courses, the steamer would have run into our cat-heads.

By Capt. Youel.—The steamer altered her bearing very little before we starboarded, but we could not see her port light.

By the Queen's Advocate, through the Court.—I gave the order to starboard from the forecastle, and did not go aft till I got the steamer on my starboard bow.

Peter Roelofs, sworn: I am a Dutchman, and hold a second mate's certificate. I am employed as an able seaman on the *Lanercost*. I came from Amsterdam in her, and was in her on the voyage from Hongkong to Amoy. On the night of 11th, at 8 p.m., I went on watch as look-out. The lights were then burning brightly. After 8 o'clock it became cloudy. The wind was fair. All the square sails were set. I stood on the top-gallant forecastle where I had a clear view all round. After a little time I saw a green and bright light at the same time, ½ a point or a little more on the port bow. I can't say how far off. I sang out, and the chief mate came forward. I continued watching the lights for ten minutes or more, and did not see a red light. It was about half-past 8. After ten minutes or so, the mate sang out from forward to starboard the helm. This was done, and she came up about 1½ point or a little more. When the order was given, the green light was still ½ point on the port bow, and I could see the hull plainly. We brought the steamer about 2 points on our starboard bow. After that the mate sang out to steady the helm, and that was done. The steamer then came abeam, and subsequently, I saw both lights, when she was a little abaft the beam. I went aft and stood with the mate on the front part of the poop. I said to the mate, "She never goes clear, sir: She's coming right into us." The mate went to call the captain, putting his head down the sky light. The captain (who had been ill for some time) came up, and so did the second mate. The captain ordered the helm hard a-starboard and assisted the man-at-the-wheel to do it. He also gave the order to brace the yards, and we were just doing this when the steamer struck us. The witness gave further evidence corroborative of that of Heatherington.

In cross-examination, he stated that he had been nearly half an hour on watch before he saw the bright and green light. Was looking out quite steadily during that half-hour. The two lights came into view at the same moment. Was not surprised when the mate sang out to starboard. Expected it. From the time the steamer came on to the starboard bow rather more than 10 minutes elapsed before I saw the three lights. Heard the steamer's whistle just before she struck us. The mate was quite sober: he hardly ever drinks. I was quite sober: I never get anything. It is a temperance ship.

By Capt. Youel.—The steamer altered her bearing only about ½ point from the time that I first saw the light to the time we starboarded.

Heinrich Sprout:—I am sail-maker on board the *Lanercost*, and was so on the 11th July. I have been at sea eight years, and am rated as an able seaman. I went on watch at 8 p.m. on the 11th. I went to the wheel: steering N.E. ½ N., wind fair, weather fine, night not very dark. The look-out reported a light, and the mate went forward with a glass. I could not see the light from where I stood. I kept my course, and after a bit the mate said to me, "keep her up a bit: starboard your helm." This order was given directly when he went forward with the glass. I put the helm a-starboard and the ship came up about two points. After this I received the order to steady my helm, and I did so, *i.e.*, kept her up to the point at which she was lying. The mate then said "keep your course," and I brought her back to her course. The steamer had then come into view. I first saw her on the starboard bow. I don't know how many points, as I had to look after the steering. I saw the steamer's green light but not her hull. When she was right abeam I saw her turn and show both lights, and after that only the red light. The mate then called the captain, who told me to starboard the helm, and helped me to do it. The object was to keep clear of the steamer if we could. The ship came up but I can't say how much, as I was looking at the steamer. The steamer then came alongside and struck us in the fore rigging. I can't say what kind of blow it was. The steamer then dropped alongside, and remained I suppose about 8 or 10 minutes, after which she drew back.

Cross-examined:—I did not hear the lookout signal the light. All I know is that the mate went forward. The square sails being set I could not see forward, but I could see on the starboard bow. The mate shouted from forward only "Starboard your helm." I kept the helm a-starboard 3 or 4 or 5 minutes. The mate was in a flurry. It might be 4 or 5 minutes between my first sight of the green light and the steamer's opening her red light. It might be 10 minutes between the mate's going forward and the appearance of the green light on the starboard bow.

Re-examined.—I don't know the meaning of the word "flurry."

By Capt. Youel.—The mate ordered me to starboard directly he got on the forecastle. All the square sail and jibs were set—no stunsails. I couldn't see from the wheel our side lights were burning. I couldn't see any reflection of them. I saw them burning at 8 o'clock. When the helm was starboarded the last time, I don't know whether the sails were taken aback. When I saw the steamer's two bow lights she was right abeam.

James Allen: I am second officer of the *Lanercost*, holding an English only mate's certificate. I joined the vessel in Hongkong, and went up to Amoy in her. I kept the dog-watch on the evening of the 11th. I hung the lights out about 6.45 p.m. They are Board of Trade regulation lights. I saw that that they were properly trimmed and burning properly. When my watch was over I left the poop, and in about ten minutes went below. My attention was drawn by hearing the mate sing out "starboard." This was something less than half an hour after I went below. I remained below, and afterwards heard the mate sing out "steady." This was about 5 minutes or less after the shout of "starboard." The next thing was that the mate came about two steps down the companion and shouted out to the Captain, "There's a steamboat playing round us." The Captain went on deck instantly, and so did I. I went to the starboard side of our poop, and saw a steamer shewing a red and a green and a mast-head light. The Captain shouted to the man at the wheel to starboard, and ran to assist him in doing so. He also told us to brace the yards up, and I went to assist in doing this. The vessel answered her helm. We had finished bracing the main-yard, and were by the starboard fore-braces when we had to run away lest the steamer should run over us. My eyes were on the steamer all the time until she struck us. I observed that she was coming round under a port helm, and going at a good rate, faster than we were. She struck us on the starboard fore-rigging, a pretty heavy sliding blow, and it heeled the ship over against the wind. I could not judge anything as to the engines, as we were attending to our own master's orders. The Captain ordered the pinnace to be got ready, and the pumps to be instantly sounded. The pinnace (on the port side) was not got ready. The steamer reversed her engines and went astern, dragging our foremast out of us. We were less than 10 minutes in collision, lying side by side. Our bulwarks and fore-channels were smashed, the copper scraped to the wood, the gig on the starboard davits smashed. We went to Amoy. I looked at the compass when I saw the steamer heading towards us. The ship's head was N. E. by N. ½ N. a little northerly. That was not our true course, the mate having altered the course at 8 o'clock to N. E. ½ N.

Cross-examined: Nobody told me to look at the compass. I am officer of a ship, and I look without being told. I could keep my attention on the steamer at the same time. The order "steady" which I heard below was about as loud as the previous one "starboard," which was as loud as it ought to be. There seemed to be no flurry about the order.

Captain Youel here exhibited to the Court and learned counsel a diagram of the result of the evidence so far.

Mr. Hayllar said this was all the evidence he had to produce at present. The Captain would be examined when the Queen's Advocate was more fully instructed.

As the *Volga* is not expected here before the 9th of August, it will probably be a fortnight before the case can proceed.

A. MILLAR & CO.,
HOUSE, SHIP AND STEAMBOAT PLUMBERS,
COPPERSMITHS & BRASSFOUNDERS,
No. 1, Queen's Road East and Nulloh Lane,
Opposite H.M. Naval Dock Yard.
tf 387 Hongkong, 1st March, 1871.

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LADIES' and Gentlemen's Kid GLOVES.
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It has been compiled and printed at the *Daily Press* Office, as usual, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.
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At LAMMERT, ATKINSON & Co.
tf 906 Hongkong, 25th May, 1871.

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tf 907 Hongkong, 25th May, 1871.

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BRANDY, Fine Bois.
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F. PEIL.
tf 310 Hongkong, 15th February, 1871.

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Under $10, ... 5 per cent. discount.
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2w 1296 Hongkong, 31st July, 1871.

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FOR scope and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.
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1y 699 Hongkong, 24th April, 1871.

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LOSSES payable without extra charge in SAN FRANCISCO, NEW YORK, LIVERPOOL, or LONDON.
MERCHANDISE with average accepted at current rates by STEAMERS and strictly A 1 SAILING VESSELS.
OVERLAND RAILROAD.
Risks Free of Particular average accepted from SAN FRANCISCO to any city in the UNITED STATES not south of ST. LOUIS, by RAIL, at one half per cent. net.
RUSSELL & Co.,
Agents,
tf 970] *Hongkong and Shanghai.*

COMPAGNIE LYONNAISE D'ASSURANCES MARITIMES.
Société anonyme libre au Capital de 6,000,000 de francs (un quart versé.)
THIS Company, being associated for purposes of Marine Insurance in the Far East, with the
LLOYD FRANCAIS, Capital of 6,000,000 frcs.,
And with the CIE FRANCAISE D'ASSURANCES MARITIMES,
Capital of.......................5,000,000 frcs.,
Offers to the ASSURED the Security of a collective
Capital of.......................17,000,000 frcs.
Agencies established, and Policies made payable in Lyons, Paris, London, Marseilles, Calcutta, Bombay, Yokohama, Hongkong and Shanghai.
The undersigned having been appointed Agents in China for the above-named Company, are prepared to accept Marine risks, foreign or coastwise, at current rates.
RUSSELL & Co.
tf 1377 Hongkong, 23rd July, 1870.

CHINA AND JAPAN MARINE INSURANCE COMPANY.
THIS Company grants Policies on Marine Risks at the established local Rates, to all parts of the World.
In addition to the usual brokerage, thirty per Cent. (30%) of the Profits will be returned as Bonus to all contributors of business, whether Shareholders or not, rateably in proportion to the amount of Net Premia contributed.
No Policy Fees charged.
WM. PUSTAU & Co.,
Agents.
tf 1403 Hongkong, 27th July, 1870.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.
137, LEADENHALL STREET, LONDON.
ESTABLISHED 1843.
THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.
A. McIVER, *Agent.*
tf Hongkong, 1st July, 1867.

THE LONDON ASSURANCE
INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720.
THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—
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Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.
FIRE DEPARTMENT.
Policies issued for long or short periods at current rates.
LIFE DEPARTMENT.
Policies issued for sums not exceeding £5,000 on reasonable terms.
HOLLIDAY, WISE & Co.
tf 1927 Hongkong, 1st November, 1870.

THE LIVERPOOL AND BOMBAY TRADERS' INSURANCE COMPANY.
THE undersigned having been appointed Agents for the above Company at this port, are prepared to grant Policies against Marine Risks at current rates.
HOLLIDAY, WISE & Co.
tf 777 Hongkong, 25th April 1870.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.
THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.
HOLLIDAY, WISE & Co.
tf 1958 Hongkong, 15th October, 1868.

HONGKONG INSURANCE COMPANY, 1868.
THE undersigned having been appointed Agents of the above Company, are prepared to issue Marine Policies on the usual terms to the extent of £10,000, on any first class risk.
A. G. HOGG & Co.
tf 538 Hongkong, 17th March, 1869.

MERCHANT'S MUTUAL MARINE INSURANCE COMPANY OF SAN FRANCISCO.
ENGAGED EXCLUSIVELY IN MARINE INSURANCE.
Paid up Capital—$500,000.00.
THE Undersigned having been duly appointed Agents of the above Company, are prepared to accept Marine Risks on the usual terms
OLYPHANT & Co.
tf 1292 Hongkong, 2nd July, 1869.

IMPERIAL FIRE INSURANCE CO.
FOR Insuring Houses and other Buildings' Goods, Wares, Merchandise, Manufacturing and Farming Stock, Ships in Port, Harbours, or Dock, and the Cargoes of such Ships; also, Ships Building and Repairing; Barges and other Vessels on Navigable Rivers and Canals, and Goods on board such Vessels, throughout Great Britain and Ireland, and in FOREIGN COUNTRIES, FROM LOSS OR DAMAGE BY FIRE.
The Undersigned, Agents for the above Company, are prepared to grant Policies against FIRE to the extent of $60,000 on any one First Class Risk.
GIBB, LIVINGSTON & Co.
Hongkong, 1st January, 1867.

NOTICE.
IMPERIAL FIRE OFFICE.
FROM and after this date the following rates will be charged SHORT PERIOD Insurances, viz:—
Not exceeding Ten days ⅛ of the annual rate
Not exceeding 1 month ¼ of the annual rate
Above 1 month, and not exceeding.........} 3 " ½ do. do.
Above 3 months and not exceeding.........} 6 " ¾ do. do.
Above 6 months the full annual rate.
GIBB, LIVINGSTON & Co.,
Agents, Imperial Fire Insurance Company.
tf 675 Hongkong, 13th August, 1869.

OCEAN MARINE INSURANCE COMPANY, LONDON.
INCORPORATED 1859.
CAPITAL, £1,000,000.
THE Undersigned having been appointed Agents for the above Company, are prepared to accept Marine Risks and issue Policies at current rates.
AUGUSTINE HEARD & Co.
tf 1351 Hongkong, 7th June, 1867.

THE ROYAL EXCHANGE ASSURANCE OF LONDON.
THE Undersigned having been appointed Agents of the above Corporation, are prepared to grant Policies against Fire at current rates.
BUTTERFIELD & SWIRE,
Agents, 4, Praya.
tf 1569 Hongkong, 26th August, 1870.

NOTICE.
BRITISH AND FOREIGN MARINE INSURANCE COMPANY, LIMITED.
THE Undersigned having been appointed Agents of the above Insurance Company, are prepared to issue Policies against Marine risks on Freight and Cargo at Current rates, subject to a discount of 15%.
BUTTERFIELD & SWIRE,
tf 1753 Hongkong, 1st October, 1870.

Insurances.

PACIFIC INSURANCE COMPANY. SAN FRANCISCO.
THE Undersigned, Agents for the above Company, are prepared to grant POLICIES against Fire on Buildings and Goods, at current rates.
RUSSELL & Co.
tf 366 Hongkong, 7th February, 1867.

PACIFIC INSURANCE COMPANY OF SAN FRANCISCO.
THE Undersigned having been appointed Agents in China for the above INSURANCE COMPANY, are prepared to grant Policies covering Marine Risks at the Current Rates.
RUSSELL & Co.
tf 573 Hongkong, 2nd March, 1867.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.
POLICIES granted on *Marine Risks* to all parts of the World, at current rates.
In addition to the usual brokerage, this Association returns to the assured *Twenty per cent. of its yearly profits*, divided *pro rata* to the net premium contributed.
RUSSELL & Co.,
Secretaries.
tf 1089 Hongkong, 1st January, 1870.

BATAVIA SEA AND FIRE INSURANCE COMPANY.
THE Undersigned having been appointed Agents in Hongkong for the above-named Company, are prepared to grant Policies gainst Sea Risks at current rates.
RUSSELL & Co.
tf 1022 Hongkong, 1st April, 1865.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
FROM and after this date the following rates will be charged on SHORT PERIOD Insurances, viz:—
Not exceeding 1 month ¼ of the annual rate
Above 1 month, and not exceeding.........} 3 " ½ do. do.
Above 3 months and not exceeding.........} 6 " ¾ do. do.
Above 6 months the full annual rate.
GILMAN & Co., *Agents,*
North British & Mercantile Insurance Company.
tf 696 Hongkong, 7th April 1868.

NOTICE.
THE QUEEN INSURANCE COMPANY.
THE following rates will be charged in future for SHORT PERIOD Insurances, viz:—
Not exceeding 10 days, ⅛ of the annual rate.
Not exceeding 1 month, ¼ do. do.
Above 1 month and not exceeding 3 months...} ½ do. do.
Above 3 months and not exceeding 6 months...} ¾ do. do.
NORTON, LYALL & Co.,
Agents the Queen Insurance Company.
tf 242 Hongkong, 22nd January, 1870.

THE QUEEN INSURANCE COMPANY.
CAPITAL,—TWO MILLION STERLING.
THE Undersigned having been appointed Agent for the above Company at this port, is prepared to grant Policies against Fire, to the extend of £10,000, on Buildings or on Goods stored therein.
NORTON, LYALL & Co.
tf 241 Hongkong, 22nd January, 1870.

THE GUARDIAN FIRE AND LIFE ASSURANCE COMPANY.
No. 11, LOMBARD STREET, LONDON, E.C.
ESTABLISHED 1821,
And empowered by special Acts of Parliament.
Subscribed Capital—£2,000,000, Sterling.
THE Undersigned having been duly appointed Agents for the above Company, are prepared to take risks against Fire, on the usual terms.
OLYPHANT & Co.
tf 2317 Hongkong, 7th December, 1869.

IMPERIAL FIRE INSURANCE COMPANY
REDUCTION IN THE RATES OF PREMIUM.
UNTIL further notice the following Annual Rates will be charged for Fire Insurance viz:—
Detached & semi-detached Dwelling Houses removed from town, and their contents. } ¼ per cent.
Other dwelling Houses, used strictly as such, and their contents. } ½ per cent.
Godowns, Offices, Shops, &c., and their contents. } 1 per cent
GIBB, LIVINGSTON & Co.,
Agents Imperial Fire Insurance Company
tf 864 Hongkong, 7th March, 1865.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
REDUCTION IN THE RATES OF PREMIUM.
Detached & semi-detached Dwelling Houses, removed from town, and their contents. } ¼ per cent. per annum
Other dwelling Houses used strictly as such, and their contents. } ½
Godowns, Offices, Shops, &c., and their contents. } 1 "
GILMAN & Co.,
Agents, North British and Mercantile Insurance Company.
tf 886 Hongkong, 10th March, 1865.

NOTICE.
FROM and after this date the following rates will be charged for SHORT PERIOD Insurances, viz:—
Not exceeding Ten days ⅛ of the annual rates
Not exceeding 1 month ¼ do. do.
Above 1 month, and not exceeding three months. } ½ do. do.
Above 3 months, and not exceeding six months.... } ¾ do. do.
Above six months the full annual rate.
JARDINE, MATHESON & Co.,
Agents, Alliance Fire Assurance Company.
tf 678 Hongkong, 26th August, 1869.

PHŒNIX FIRE INSURANCE COMPANY.
THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings, or on Goods stored therein.
DOUGLAS LAPRAIK & Co.
tf 717 Hongkong, 9th November, 1868.

IMPERIAL FIRE INSURANCE COMPANY.
THE Undersigned having been appointed Agents of the above Company at this Port, are prepared to grant Policies against Fire to the extent of $60,000 on Buildings, or on Goods stored thereon.
GIBB, LIVINGSTON & Co.
tf Hongkong, 24th August, 1864.

NOTICE.
ROYAL INSURANCE COMPANY.
THE annual rates for Fire Insurance on the various classes of Buildings and their contents will remain as follows until further notice, viz:—
Detached and semi-detached Dwelling Houses (removed from the town) and their contents. } ¼ per cent
Other Dwelling Houses (similarly situated) and their contents } ½ percent
Offices and Godowns and their contents. } 1 percent
Other Risks by Special arrangement.
The following rates will be charged for SHORT PERIOD Policies:—
Not exceeding 10 days ⅛th per cent.
Not exceeding............. 1 month ¼ per cent.
Above 1 month, and not exceeding.............} 3 " ½ "
Above 3 months, and not exceeding.............} 6 " ¾ "
Above 6 months, the full annual rate of 1 "
ROBT. S. WALKER & Co.,
Agents, Royal Insurance Company
tf 1763 Hongkong, 13th September, 1869

LONDON AND PROVINCIAL MARINE INSURANCE COMPANY.
THE Undersigned having been appointed Agents in Hongkong for the above Company, are prepared to grant Marine risks at current rates.
AUGUSTINE HEARD & Co.
tf 471 Hongkong, 6th March, 1868.

UNIVERSAL MARINE INSURANCE COMPANY, LIMITED, (OF LONDON).
THE Undersigned having been appointed Agents for the above Company at this Port, Shanghai, Foochow, Hankow, and Yokohama, are prepared to accept Marine Risks at Current Rates.
GILMAN & Co.,
Agents.
tf 437 Hongkong, 9th March, 1871.

Notices of Firms.

WE have established a Branch of our firm at Shanghai.
Mr. CHARLES VOGEL and Mr. THEODORE SCHNEIDER are authorized to sign our name here and in China.
VOGEL, HAGEDORN & Co.
1m 1305 Hongkong, 1st August, 1871.

NOTICE.
MR. SAML. WYLLYS POMEROY, JR., and Mr. JNO. M. FORBES, JR., have been admitted partners in our firm.
RUSSELL & Co.
3m 1213 China, July 1st, 1871.

NOTICE.
MR. GEORGE S. HARDY is authorized to sign our Firm, per procuration, in Foochow, from this date.
BIRLEY & Co.
tf 804 Hongkong, 8th May, 1871.

NOTICE.
MR. THOMAS H. DE SILVER is admitted a partner in our firm from the 1st of October, 1869.
L. FRICKEL & Co.
tf 2002 Hongkong, 21st October, 1869.

NOTICE.
MR. WILLIAM HENRY MOORE and MR. OTTO FRIEDRICH, have this day been admitted partners in our firm.
LAMMERT, ATKINSON & Co.
tf 1258 Hongkong, 30th June, 1870.

THE interest and responsibility of Mr. THEODOR PROBST, in our firm, ceases from this date.
WM. PUSTAU & Co.
Hongkong and China,
7th of February, 1871. [6m 25

NOTICE.
MR. WILLIAM ABBOTT TURNBULL is authorised to sign our firm from this date.
BIRLEY, WORTHINGTON & Co.
tf 829 Shanghai, 1st May, 1871.

NOTICE.
THE interest and responsibility of Mr. EDWARD PETTIT in our Firm ceased on the 31st December last.
Mr. ALFRED HUTCHISON was admitted a Partner therein on the 1st January.
DEACON & Co.
tf 397 Canton, 1st March, 1871.

THE Undersigned having this day entered into partnership as Merchants and Commission Agents, will conduct their business under the name and style of NORTON, LYALL & Co.
EDWARD NORTON.
ROBERT LYALL.
tf 1 Hongkong, 1st January, 1871.

Houses, Lands, Tenements, &c.

TO LET.

TO LET,
With possession on the 1st August next.
THE HOUSE, No. 6, on Pedder's Hill; and HOUSE, No. 9, in Seymour Terrace.
Apply to
DAVID SASSOON, SONS & Co.
tf 1244 Hongkong, 21st July, 1871.

TO LET.
THE PREMISES, recently occupied by C. LANGDON DAVIS, Esq., Pedder's Wharf, consisting of five rooms and two verandahs.
The OFFICE, recently occupied by ROBERT McMURDO, Esq., Pedder's Wharf.
The OFFICES, recently occupied by C. D. WILLIAMS, Esq., with verandah on the Praya, Pedder's Wharf.
Apply to
GEORGE F. HEARD,
Executor, Estate of
J. B. ENDICOTT, *deceased.*
tf 916 Hongkong, 27th May, 1871.

HOUSES TO LET.
IN various Parts of Hongkong. A list of HOUSES with *size, locality* and *terms* can be seen at No. 47, *Wyndham Street.*
THOS. W. BARRINGTON.
tf 642 Hongkong, 11th March, 1867.

TO LET.
With possession early in April.
THAT very desirable RESIDENCE, Glenseskin House, now in the occupation of the Hon. J. PAUNCEFOTE.
For particulars, apply to
ROB. S. WALKER & Co.
tf 434 Hongkong, 10th March, 1871.

TO LET.
THE Commodious GODOWNS, Business PREMISES and RESIDENCE, formerly occupied by Messrs. MELCHERS & Co., situated at the junction of Graham and Wellington Streets.
Gas and Water laid on. Possession may be taken in March next. Apply to
T. G. LINSTEAD.
tf 182 Hongkong, 30th January, 1871.

TO BE LET.
THE commodious Offices and Godowns formerly in the occupation of Messrs. HOLLIDAY, WISE & Co., situated on Marine Lot 11, and fronting the Praya. Possession can be had on 1st April next.
For particulars of rent, &c. Apply to
TURNER & Co.
tf 76 Hongkong, 13th January, 1871.

TO LET.
THREE first-class two story GODOWNS, situate on Inland lot No. 73, opposite Fletcher & Co.'s old premises, at present in occupation of the Military.
Possession can be had early in February.
Apply to
TURNER & Co.
tf 183 Hongkong, 30th January, 1871.

TO LET.
(With possession on 1st January, 1871.)
THAT very desirable BUNGALOW, situate at *Pokfoolum*, and known as "BELMONT," at present in the occupation of J. MENKE, Esq. Bowling Alley, Coach House, 4-stalled Stable, &c., attached. Water laid on. Apply to
GILMAN & Co.
tf 2192 Hongkong, 17th December, 1870.

TO LET.
FIRST-CLASS Granite GODOWNS, at *Wanchai*, from 12 to 30,000 piculs capacity. Apply to
S. E. BURROWS & SONS.
tf 1790 Hongkong, 17th September, 1869.

TO LET.
FIRST-CLASS Granite GODOWNS, at Wanchi. Apply to
ROB. S. WALKER & Co.
tf 41 Hongkong, 9th January, 1871.

Vessels on the Berth.

STEAM TO SHANGHAI.
THE P. & O. S. N. Co.'s steamship
"OTTAWA,"
will leave for the above place about 24 hours after the arrival of the next English Mail.
A. McIVER, *Superintendent.*
P. & O. S. N. Co.'s Office,
Hongkong, 3rd August, 1871. [tf 1323

STEAM TO YOKOHAMA.
THE P. & O. S. N. Co.'s steamship
"BEHAR,"
will leave for the above place shortly after the arrival of the next English Mail.
A. McIVER, *Superintendent.*
P. & O. S. N. Co.'s Office,
Hongkong, 3rd August, 1871. [tf 1324

FOR MANILA.
THE Spanish Steamer
"LUZON,"
Tremoya, Master, will have quick despatch for the above Port.
For Freight or Passage, apply to
REMEDIOS & Co.
tf 1312 Hongkong, 2nd August, 1871.

FOR SAIGON AND SINGAPORE.
THE Steamer
"SUWONADA,"
Captain Clark, will have quick despatch for the above Ports.
For Freight or Passage, apply to
AUGUSTINE HEARD & Co.
tf 1313 Hongkong, 2nd August, 1871.

FOR LONDON, *via* SUEZ CANAL.
THE British Steamer
"SEA GULL,"
Captain Pike, shortly expected from Canton, will have immediate despatch for the above port.
For Freight, apply to
GIBB, LIVINGSTON & Co.
tf 1273 Hongkong, 27th July, 1871.

Vessels on the Berth.

NOTICE.
FOR MANILA.
THE departure of the Spanish Barque
"SANTA ANA,"
Captain Gavito, for the above port, has been unavoidably postponed until TO-DAY, the 4th instant, at 5 P.M.
For Freight or Passage, apply to
BRANDAO & Co.
4d 1309 Hongkong, 1st August, 1871.

FOR AMOY.
THE Dutch Barque
"FRISO,"
Mulder, Master, will be despatched for the above port TO-MORROW, the 5th inst.
For Freight or Passage, apply to
SIEMSSEN & Co.
3d 1327 Hongkong, 3rd August, 1871.

FOR BOMBAY *(direct)*.
THE French Barque
"NANCY,"
Capt. Mangat, having the greater portion of her cargo engaged, will have quick despatch for the above port.
For Freight, apply to
N. KESSOWJEE & Co.
1m 1314 Hongkong, 2nd August, 1871.

FOR ILOILO.
THE Spanish Barque
"PEPITA,"
will have quick despatch for the above port.
For Freight or Passage, apply to
REMEDIOS & Co.
tf 1315 Hongkong, 2nd August, 1871.

FOR SHANGHAI.
THE A 1 British Ship
"SERICA,"
Captain Innes, will be despatched for the above port on TUESDAY, the 8th instant.
Applications for Freight to be made to
BIRLEY & Co.
tf 1302 Hongkong, 1st August, 1871.

FOR SAN FRANCISCO.
THE A 1 British Clipper-barque
"RECORD,"
Simpson, Master, of 437 tons Register, will have immediate despatch as above.
For Freight or Passage, apply to
RUSSELL & Co.
tf 1285 Hongkong, 29th July, 1871.

FOR LONDON,
With General Cargo.
THE A 1 British Barque
"CHIN CHIN,"
to be despatched in about a week, has room for a few Tons of Cargo.
For Freight, apply to
NORTON, LYALL & Co.
tf 1271 Hongkong, 27th July, 1871.

FOR MANILA.
THE Spanish Barque
"MARIA Y VICENTA,"
Captain La Puente, will have quick despatch to the above port.
For Freight or Passage, apply to
REMEDIOS & Co.
tf 1220 Hongkong, 18th July, 1871.

FOR NEW YORK.
THE A 1 British Barque
"ROOKWOOD,"
will load at this and Whampoa for the above port, and have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
tf 1065 Hongkong, 23rd June, 1871.

FOR NEW YORK.
THE A 1 British Barque
"BRUNETTE,"
will load at this and Whampoa for the above port, and have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
tf 1163 Hongkong, 7th July, 1871.

FOR SAN FRANCISCO.
THE Dutch Barque
"AEROLIET,"
will have quick despatch for the above port.
For Freight, apply to
OLYPHANT & Co.
tf 1249 Hongkong, 22nd July, 1871.

FOR NEW YORK.
THE A 1 American Clipper-barque
"PEKIN,"
Captain Seymour, will load at Whampoa for the above Port, and be despatched on or before the 21st August.
For Freight, apply to
RUSSELL & Co.
2w 1294 Hongkong, 31st July, 1871.

FOR SAN FRANCISCO.
THE A 1 American Ship
"JOSEPH CLARK,"
Captain Carver, will have early despatch as above.
For Freight or Passage, apply to
RUSSELL & Co.
tf 1181 Hongkong, 12th July, 1871.

FOR MELBOURNE AND SYDNEY.
THE A 1 British Barque
"SALACIA,"
G. M. Jackson, Master, having the greater portion of her Cargo engaged, will meet with early despatch as above.
For Freight or Passage, apply to
RUSSELL & Co.
tf 1002 Hongkong, 13th June, 1871.

FOR MELBOURNE AND SYDNEY.
THE A 1 British Barque
"MARY HAMILTON,"
Mitchell, Master, having the greater portion of her cargo engaged, will meet with early despatch for the above port.
For Freight or Passage, apply to
RUSSELL & Co.
tf 1080 Hongkong, 26th June, 1871.

FOR MELBOURNE AND SYDNEY.
THE A 1 French Ship 3
"CANNADIENNE,"
Capt. Equin, having the greater portion of her Cargo engaged, will have a quick despatch for the above ports.
For Freight or Passage, apply to
ROZARIO & Co.
tf 1148 Hongkong, 5th July, 1871.

FOR SALE, FREIGHT OR CHARTER.
THE British 3-masted Schooner
"LOUISA,"
of 241 Tons Register.
For particulars, apply to
SIEMSSEN & Co.,
or Captain on board.
tf 1239 Hongkong, 20th July, 1871.

STEAM FOR
SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, MARSEILLES, AND OTHER MEDITERRANEAN PORTS, SOUTHAMPTON AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA,
THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "*TRAVANCORE*," Captain C. H. EASTLEY, with Her Majesty's Mails, Passengers, Specie, and Cargo, will leave this for the above places on FRIDAY, the 4th August, at noon.
Cargo will be received on board until noon, and Specie and Parcels at the office until 2 P.M. on the 3rd August.
For Particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong. CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.
*** A Written Declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents, with the Bills of Lading or with Parcels; and the Company do not hold themselves responsible for any Detention or Prejudice which may happen from the incorrectness in such declaration.
The Company reserve the option of forwarding goods shipped by their Steamers for Europe through Egypt, either by rail, or by Canal in their own Steamers, or in vessels employed for the purpose.
Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.
A. McIVER, *Superintendent.*
Peninsular and Oriental Steam Navigation Co.'s Office, Hongkong, 25th July, 1871.

Post-Office Notifications.

A mail will close.
A Mail for Manila will be closed at 11 A.M. to-day, the 4th instant, which will be forwarded to Singapore by the Mail Contract Packet *Travancore*, to be sent thence by the Spanish Mail Packet appointed to leave Singapore for Manila on the 18th instant.
Per Shanghai.—Per *Venus*, to-day, the 4th instant, at 3.30 P.M.
The Mails for Manila, per *Santa Ana*, will close at 4.30 P.M. to-day, the 4th August, instead of at the time previously notified.

MAILS BY THE "*ENGLISH PACKET.*"
The English Contract Packet "*TRAVANCORE*," will be dispatched with the usual Mails for Europe, &c., on FRIDAY, the 4th August, at noon.
Money Orders on any of the Money Order Offices in the United Kingdom will be granted until 5 P.M. on the 3rd August.
The Post-Office will be open until 7 P.M. on the 3rd August.
Letters, &c., may be posted during the night in the box left open for their reception.
Letters for registration will be received until 10 A.M. on the 4th August.
Letters may be posted until 10 A.M. on the 4th August, without late fee.
Letters posted after 10 A.M. on the 4th August, will not be forwarded unless the *Late Fee* of 18 cents each as well as the postage is prepaid.
The Latest time for posting Letters at this Office is 11 A.M., and for Newspapers, Books, or Patterns 10 A.M. on the 4th August.
Late letters (but Letters only) addressed to the United Kingdom *viâ Brindisi*, or to Singapore, may be posted on board the Packet from 11.30 A.M. to the time of sailing, on payment of a *Late Fee* of 48 cents each in addition to the postage.
F. W. MITCHELL,
Postmaster General.
General Post-Office,
Hongkong, 25th July, 1871.

MAILS BY THE "*FRENCH PACKET.*"
The French Mail Packet "*AVA*," will be dispatched on FRIDAY, the 11th instant, at noon, with the Mails—
To and through the United Kingdom *via Marseilles*; to France and other Continental States (in a closed mail to France), to Saigon, Singapore, Galle, India, Aden, Seychelles, Reunion and Mauritius, Suez and Alexandria.
The Post Office will be open for the reception of Ordinary Letters, Newspapers, Books, &c., until 11 A.M. on the 11th instant, after which no Letters can be received.
Money Orders on any of the Money Order Offices in the United Kingdom will be granted until 5 P.M. on the 10th instant.
Letters for Registration will be received until 10 A.M. on the 11th instant.
F. W. MITCHELL,
Postmaster General.
General Post Office,
Hongkong, 3rd August, 1871.

MAILS BY THE "*UNITED STATES' PACKET.*"
The United States' Mail Packet "*CHINA*," will be dispatched on SATURDAY, the 12th instant, at 3 P.M., with the Mails—
For Yokohama, San Francisco, the United States' and the United Kingdom.
The Post Office will be open for the reception of Ordinary Letters, Books, Newspapers, &c., until 2.30 P.M.
Letters can be posted on board the Packet from 2.30 P.M. to 2.50 P.M., on payment of a Late Fee of 12 cents in addition to the Postage.
The Prepayment of the Postage to all the above places by this route is compulsory. Correspondence insufficiently prepaid will be forwarded by the English Packets.
Correspondence addressed to Yokohama, and the United States, must be superscribed per "*CHINA*," and that addressed to the United Kingdom must be superscribed "*via San Francisco.*"
F. W. MITCHELL,
Postmaster General.
General Post Office,
Hongkong, 2nd August, 1871.

NOTICE.
COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMAILA, PORT SAID; MARSEILLES;
ALSO,
PONDICHERY, MADRAS, CALCUTTA, BOMBAY, MAHE, ST. DENIS, PORT LOUIS.
ON FRIDAY, the 11th August, at noon, the Company's Steamship "*AVA*," Commandant ROUSSEAU, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping orders will be granted till noon, and Cargo will be received on board until 4 P.M., Specie and Parcels until 5 P.M. on the 10th August. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.
For further particulars, apply at the Company's Office.
C. BERTRAND,
Principal Agent.
Hongkong, 28th July, 1871.

THROUGH U.S. MAIL LINE
FROM
CHINA AND JAPAN TO NEW YORK.
PACIFIC MAIL S. S. COMPANY
IN CONNECTION WITH THE
CENTRAL AND UNION PACIFIC RAILROAD COMPANIES.
THE Steamship "*CHINA*," Captain Conn, will leave Hongkong for San Francisco via Yokohama on SATURDAY, the 12th August next, at 3 o'clock P.M., taking Passengers, Mails and Freight, for the United States, Canada, Central and South America, and Europe.
A Steamer of the Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.
The "*CHINA*" will be due at San Francisco September 12th, whence daily Passenger trains and daily Freight trains are run over the Central and Union Pacific Railroad Lines for New York and for all the principal cities in the interior and upon the Atlantic Seaboard. The time between San Francisco and New York by First-class Passenger trains is six days and twenty hours, and the distance 3,312 miles.
The Silver Palace Sleeping Cars are run through on these trains, making Drawing Room Cars by day, and Sleeping Cars by night; and are of the latest and best American pattern, being unexcelled for comfort and convenience.
At New York, Passengers have selection of various lines of Steamers to England, France and Germany.
Through Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, and San Francisco, for the Overland Railroad, and to Europe by connecting Lines of Steamers. The Overland Railroad Companies *Guarantee* 12 days time for Silk and 18 days for Teas and General Merchandise, between San Francisco and New York.
Favorable arrangements have been made for Through Passengers and Freight to America from Calcutta, Penang and Singapore, and from Swatow, Amoy and Foochow.
Return Passage Tickets issued for Yokohama and other Japan ports at one and a half regular rates.
Value and weight of Parcel Packages required; all Packages should be marked to address in full.
No Freight received after noon of the 11th prox. No Parcel Packages received after 5 P.M. same day.
For further information as to Passage or Freight, apply at the Agency of the Company, *Praya West.*
T. A. HARRIS,
Agent.
Hongkong, July 13th, 1871.

Printed & Published, for the Proprietor, by W. H. BELL, Wyndham Street, Hongkong.